

## EAST Search History

## EAST Search History (Prior Art)

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
L1	72028	(travel\$5 trip\$3 link\$3) SAME (minimiz\$3 reduc\$3) SAME (cost\$3 pric\$3 expens\$3)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 13:21
L2	5067	(travel\$5 trip\$3 link\$3) NEAR5 (minimiz\$3 reduc\$3 lower\$3) NEAR5 (cost\$3 pric\$3 expens\$3)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 13:25
L3	1	09/706194 "5832453".PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 13:33
L4	812	L2 AND (@AD<"19940322" @PD<"19940322")	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 13:39
L7	4	("4862357" "5570283" "5237499" "5021953").PN.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 14:55
L8	2743	(cost expense) AND (minimiz\$6 reduc\$4) AND travel\$3 AND (origin SAME destination)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 15:11
L9	190	L8 AND (@AD<"19940322" @PD<"19940322")	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 15:13

L10	0	L9 AND (organization SAME purchas\$3 NEAR8 travel\$5 NEAR5 trip)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 15:20
L12	824	707/758.CCLS.	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 17:22
L13	1	L12 AND ((travel\$5 trip\$3 link\$3) NEAR5 (minimiz\$3 reduc\$3 lower\$3) NEAR5 (cost\$3 pric\$3 expens\$3))	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 17:24
L14	139	705/5,6.CCLS. AND ((travel \$5 trip\$3 link\$3) NEAR5 (minimiz\$3 reduc\$3 lower \$3) NEAR5 (cost\$3 pric\$3 expens\$3))	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 18:01
L15	0	L14 AND (organization SAME purchas\$3 NEAR8 travel\$5 NEAR5 trip)	US-PGPUB; USPAT; USOCR; FPRS; EPO; JPO; IBM_TDB	OR	OFF	2010/09/09 18:02

**EAST Search History (Interference)**

Ref #	Hits	Search Query	DBs	Default Operator	Plurals	Time Stamp
L5	2	((cost expense) AND (minimiz\$6 reduc\$4) AND travel\$3 AND (origin SAME destination) AND (function formula)).CLM.	USPAT; UPAD	OR	OFF	2010/09/09 14:29
L6	1	((cost expense) AND (minimiz\$6 reduc\$4) AND travel\$3 AND (origin SAME destination) AND (function formula) AND organization).CLM.	USPAT; UPAD	OR	OFF	2010/09/09 14:44

9/9/2010 6:03:05 PM

C:\Documents and Settings\SPannala\My Documents\EAST\Workspaces\09-706194.wsp

File 347:JAPIO Dec 1976-2009/Jan(Updated 090503)

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File 350:Derwent WPIX 1963-2009/UD=200935

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Set	Items	Description
S1	1719234	ORGANIZATION? OR ORGANISATION? OR COMPANY OR COMPANIES OR - CORPORAT? OR TEAM? ? OR GROUP? ? OR ASSOCIATION? ?
S2	2414283	COST OR COSTS OR EXPENDITUR? OR SPEND???? OR EXPENS???? OR CHARGE? ? OR FEE OR FEES OR PRICE? ? OR FARE OR FARES OR BUDG- ET??? OR OUTLAY? ?
S3	860980	S2(7N)(MINIMIZ? OR MINIMIS? OR MINIMUM? OR DECREAS? OR LOW- ER??? OR LESSEN? OR REDUC????? OR DIMINISH? OR CURTAIL? OR CUT OR CUTS OR CUTTING OR DROP OR DROPS OR DROPPED OR DROPPING OR SLASH??? OR DOWN)
S4	6104	S3(20N)S1
S5	6190083	INFORMATION OR INFO OR DATA OR FARE OR FARES OR RATE OR RA- TES OR SCHEDULE? ? OR PRICE? ? OR PRICING OR EXPENSE? ? OR CO- ST OR COSTS
S6	1229789	S5(7N)(OBTAIN??? OR ACQUIR??? OR ACCESS??? OR GET OR GETS - OR GETTING OR RECEIV??? OR FIND??? OR RETRIEV?)
S7	629	CRS OR CRSS OR COMPUTER?() (RESERV? OR BOOKING?())SYSTEM? ? OR SABRE
S8	82	S7(10N)(ACCESS??? OR COMMUNICAT? OR CONNECT??? OR LINK??? - OR INTERACT?)
S9	1229830	S6 OR S8
S10	1101	S4 AND S9
S11	69	S10 AND PY=1963:1994
S12	32	S10 AND AY=1963:1994 AND AC=US
S13	86	S11 OR S12
S14	4669008	REPORT? ? OR OUTPUT? ? OR CHART? ? OR GRAPH? ? OR SUMMAR??? OR SYNOPSIS OR SYNOPSES OR DATA OR SPREADSHEET? OR SCHEDULE? ? OR ITINERAR???
S15	1206345	S14(7N)(GENERAT? OR PRODUC??? OR CREAT??? OR BUILD??? OR D- ISPLAY??? OR PRINT??? OR MAKE OR MAKES OR MAKING OR MADE OR C- ONSTRUCT?)
S16	16	S13 AND S15
S17	16	IDPAT S16 (sorted in duplicate/non-duplicate order)
S18	70	S13 NOT S16
S19	70	IDPAT S18 (sorted in duplicate/non-duplicate order)
S20	96885	S2(10N)(DETERMIN? OR CALCULAT? OR EVALUAT? OR EXAMIN? OR C- OMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR ANALYZ? OR ANA- LYS? OR IDENTIF? OR FIGUR???)
S21	13674	S20 AND S15
S22	5688	S21 AND S9
S23	958171	TRAVEL()LINK? ? OR ROUTE? ? OR (ORIGIN? ? OR DEPARTURE? ?)- (3N)(DESTINATION? ? OR ARRIVAL? ?) OR ITINERAR??? OR CARRIER? ? OR AIRLINE? ? OR VENDOR? ? OR AIRPORT? ? OR CITY OR CITIES
S24	85832	S23(7N)(PLURAL??? OR MULTI OR MULTIPLE OR MULTIPLICITY OR - MULTITUDE OR SEVERAL OR VARIOUS OR MANY OR MORE(1N)ONE OR NUM- EROUS OR NUMBER)
S25	168	S22 AND S24
S26	10	S25 AND PY=1963:1994
S27	15	S25 AND AY=1963:1994 AND AC=US
S28	18	S26 OR S27
S29	15	S28 NOT S13
S30	15	IDPAT S29 (sorted in duplicate/non-duplicate order)
S31	3843	S9 AND S15 AND S24
S32	244	S31 AND S3
S33	8	S32 AND PY=1963:1994
S34	17	S32 AND AY=1963:1994 AND AC=US
S35	19	S33 OR S34
S36	15	S35 NOT (S13 OR S28)
S37	15	IDPAT S36 (sorted in duplicate/non-duplicate order)

File 348:EUROPEAN PATENTS 1978-200923

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File 349:PCT FULLTEXT 1979-2009/UB=20090604|UT=20090528

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Set	Items	Description
S1	1725905	ORGANIZATION? OR ORGANISATION? OR COMPANY OR COMPANIES OR - CORPORAT? OR TEAM? ? OR GROUP? ? OR ASSOCIATION? ?
S2	1236580	COST OR COSTS OR EXPENDITUR? OR SPEND???? OR EXPENS???? OR CHARGE? ? OR FEE OR FEES OR PRICE? ? OR FARE OR FARES OR BUDGET??? OR OUTLAY? ?
S3	357656	S2(7N)(MINIMIZ? OR MINIMIS? OR MINIMUM? OR DECREAS? OR LOWER??? OR LESSEN? OR REDUC????? OR DIMINISH? OR CURTAIL? OR CUT OR CUTS OR CUTTING OR DROP OR DROPS OR DROPPED OR DROPPING OR SLASH??? OR DOWN)
S4	9782	S3(20N)S1
S5	1829491	INFORMATION OR INFO OR DATA OR FARE OR FARES OR RATE OR RATES OR SCHEDULE? ? OR PRICE? ? OR PRICING OR EXPENSE? ? OR COST OR COSTS
S6	610942	S5(7N)(OBTAIN??? OR ACQUIR??? OR ACCESS??? OR GET OR GETS - OR GETTING OR RECEIV??? OR FIND??? OR RETRIEV?)
S7	3560	CRS OR CRSS OR COMPUTER?() (RESERV? OR BOOKING?)( )SYSTEM? ? OR SABRE
S8	366	S7(10N)(ACCESS??? OR COMMUNICAT? OR CONNECT??? OR LINK??? - OR INTERACT?)
S9	611025	S6 OR S8
S10	817	S4(50N)S9
S11	43	S10 AND PY=1978:1994
S12	38	S10 AND AY=1978:1994 AND AC=US
S13	55	S11 OR S12
S14	3330089	REPORT? ? OR OUTPUT? ? OR CHART? ? OR GRAPH? ? OR SUMMAR??? OR SYNOPSIS OR SYNOPSES OR DATA OR SPREADSHEET? OR SCHEDULE? ? OR ITINERAR???
S15	628630	S14(7N)(GENERAT? OR PRODUC??? OR CREAT??? OR BUILD??? OR DISPLAY??? OR PRINT??? OR MAKE OR MAKES OR MAKING OR MADE OR CONSTRUCT?)
S16	4	S13(50N)S15
S17	51	S13 NOT S16
S18	51	IDPAT S17 (sorted in duplicate/non-duplicate order)
S19	141834	S2(10N)(DETERMIN? OR CALCULAT? OR EVALUAT? OR EXAMIN? OR COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR ANALYZ? OR ANALYS? OR IDENTIF? OR FIGUR???)
S20	8661	S19(50N)S15
S21	2328	S20(50N)S9
S22	307	S21(50N)S3
S23	17	S22 AND PY=1978:1994
S24	15	S22 AND AY=1978:1994 AND AC=US
S25	22	S23 OR S24
S26	21	S25 NOT S13
S27	21	IDPAT S26 (sorted in duplicate/non-duplicate order)
S28	179392	S9(50N)S15
S29	12043	S28(50N)(TRAVEL()LINK? ? OR ROUTE? ? OR (ORIGIN? ? OR DEPARTURE? ?)(3N)(DESTINATION? ? OR ARRIVAL? ?) OR ITINERAR??? OR CARRIER? ? OR AIRLINE? ? OR VENDOR? ? OR AIRPORT? ? OR CITY OR CITIES)
S30	217	S29(50N)S3
S31	8	S30 AND PY=1978:1994
S32	5	S30 AND AY=1978:1994 AND AC=US
S33	10	S31 OR S32
S34	8	S33 NOT (S13 OR S25)
S35	8	IDPAT S34 (sorted in duplicate/non-duplicate order)

File 8: Ei Compendex(R) 1884-2009/May W5  
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File 60: ANTE: Abstracts in New Tech & Engineer 1966-2009/Jun  
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File 438: Library Lit. & Info. Science 1984-2009/May  
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Set	Items	Description
S1	7417280	ORGANIZATION? OR ORGANISATION? OR COMPANY OR COMPANIES OR - CORPORAT? OR TEAM? ? OR GROUP? ? OR ASSOCIATION? ?
S2	4676799	COST OR COSTS OR EXPENDITUR? OR SPEND???? OR EXPENS???? OR CHARGE? ? OR FEE OR FEES OR PRICE? ? OR FARE OR FARES OR BUDG- ET??? OR OUTLAY? ?
S3	727121	S2(7N)(MINIMIZ? OR MINIMIS? OR MINIMUM? OR DECREAS? OR LOW- ER??? OR LESSEN? OR REDUC????? OR DIMINISH? OR CURTAIL? OR CUT OR CUTS OR CUTTING OR DROP OR DROPS OR DROPPED OR DROPPING OR SLASH??? OR DOWN)
S4	37277	S3(20N)S1
S5	18228362	INFORMATION OR INFO OR DATA OR FARE OR FARES OR RATE OR RA- TES OR SCHEDULE? ? OR PRICE? ? OR PRICING OR EXPENSE? ? OR CO- ST OR COSTS
S6	1810723	S5(7N)(OBTAIN??? OR ACQUIR??? OR ACCESS??? OR GET OR GETS - OR GETTING OR RECEIV??? OR FIND??? OR RETRIEV?)
S7	10801	CRS OR CRSS OR COMPUTER?()(RESERV? OR BOOKING?)()SYSTEM? ? OR SABRE
S8	392	S7(10N)(ACCESS??? OR COMMUNICAT? OR CONNECT??? OR LINK??? - OR INTERACT?)
S9	1811080	S6 OR S8
S10	3133	S4 AND S9
S11	663	S10 NOT PY>1994
S12	14003503	REPORT? ? OR OUTPUT? ? OR CHART? ? OR GRAPH? ? OR SUMMAR??? OR SYNOPSIS OR SYNOPSES OR DATA OR SPREADSHEET? OR SCHEDULE? ? OR ITINERAR???
S13	1131713	S12(7N)(GENERAT? OR PRODUC??? OR CREAT??? OR BUILD??? OR D- ISPLAY??? OR PRINT??? OR MAKE OR MAKES OR MAKING OR MADE OR C- ONSTRUCT?)
S14	46	S11 AND S13
S15	41	RD S14 (unique items)
S16	14	S11 AND TRAVEL?
S17	13	S16 NOT S15
S18	13	RD S17 (unique items)
S19	809536	S2(10N)(DETERMIN? OR CALCULAT? OR EVALUAT? OR EXAMIN? OR C-

COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR ANALYZ? OR ANALYS?  
 OR IDENTIF? OR FIGUR???)  
 S20 29904 S13 AND S19  
 S21 430 S20 AND TRAVEL?  
 S22 123 S21 AND (TRAVEL()LINK? ? OR ROUTE? ? OR (ORIGIN? ? OR DEPARTURE? ?)(3N)(DESTINATION? ? OR ARRIVAL? ?) OR ITINERAR??? OR CARRIER? ? OR AIRLINE? ? OR VENDOR? ? OR AIRPORT? ? OR CITY OR CITIES)  
 S23 34 S22 NOT PY>1994  
 S24 33 S23 NOT S11  
 S25 32 RD S24 (unique items)  
 S26 990 AU=(OBRIEN, D? OR O'BRIEN, D? OR OBRIEN D? OR O'BRIEN D?)  
 S27 3 S26 AND S3

File 275:Gale Group Computer DB(TM) 1983-2009/May 14  
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 File 621:Gale Group New Prod.Annou.(R) 1985-2009/May 06  
     (c) 2009 Gale/Cengage  
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     (c) 2009 Gale/Cengage  
 File 16:Gale Group PROMT(R) 1990-2009/May 20  
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     (c) 1999 The Gale Group  
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     (c) 2006 IDG Communications  
 File 810:Business Wire 1986-1999/Feb 28  
     (c) 1999 Business Wire  
 File 813:PR Newswire 1987-1999/Apr 30  
     (c) 1999 PR Newswire Association Inc

Set	Items	Description
S1	83285	CRS OR CRSS OR COMPUTER?()(RESERV? OR BOOKING?())SYSTEM? ?
		OR SABRE
S2	5036	S1(10N)(ACCESS??? OR COMMUNICAT? OR CONNECT??? OR LINK??? -
		OR INTERACT?)
S3	136154	(TRAVEL OR FLIGHT? ? OR AIRLINE? ?)(INFORMATION OR INFO -
		OR DATA OR FARE OR FARES OR RATE OR RATES OR SCHEDULE? ? OR P-
		RICE? ? OR PRICING OR EXPENSE? ? OR COST OR COSTS)
S4	11655	S3(7N)(OBTAIN??? OR ACQUIR??? OR ACCESS??? OR GET OR GETS -
		OR GETTING OR RECEIV??? OR FIND??? OR RETRIEV?)
S5	16528	S2 OR S4
S6	23153875	COST OR COSTS OR EXPENDITUR? OR SPEND???? OR EXPENS???? OR
		CHARGE? ? OR FEE OR FEES OR PRICE? ? OR BUDGET??? OR OUTLAY? ?
S7	5757398	S6(7N)(MINIMIZ? OR MINIMIS? OR MINIMUM? OR DECREAS? OR LOW-
		ER??? OR LESSEN? OR REDUC????? OR DIMINISH? OR CURTAIL? OR CUT
		OR CUTS OR CUTTING OR DROP OR DROPS OR DROPPED OR DROPPING OR
		SLASH??? OR DOWN)
S8	686	S5(30N)S7
S9	124	S8 NOT PY>1994
S10	103	RD S9 (unique items)
S11	20	S10(50N)(REPORT? ? OR OUTPUT? ? OR CHART? ? OR GRAPH? ? OR
		SUMMAR??? OR SYNOPSIS OR SYNOPSES OR DATA OR SPREADSHEET? OR -
		SCHEDULE? ? OR ITINERAR???)
S12	8	S10(50N)S6(7N)(DETERMIN? OR CALCULAT? OR EVALUAT? OR EXAMI-
		N? OR COMPUTE OR COMPUTES OR COMPUTED OR COMPUTING OR ANALYZ?
		OR ANALYS? OR IDENTIF? OR FIGUR???)
S13	8	S12 NOT S11
S14	75	S10 NOT (S11 OR S13)

## NPL Search Results

15/5/18 (Item 7 from file: 2)  
DIALOG(R)File 2: INSPEC  
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**Title:** Bank ties internal systems together  
**Author(s):** Patin, S.  
**Journal:** Business Software , vol.3 , no.7 , pp.19, 85  
**Country of Publication:** USA  
**Publication Date:** July 1985  
**Language:** English  
**Document Type:** Journal Paper (JP)

The time sharing division of Chicago's third largest bank, Harris Bank, has installed both micros and mainframes to **reduce** time-sharing **costs**. The bank has chosen a DEC VAX 780 mainframe computer and IBM PCs. The **group** also standardised on the Lotus 1-2-3 spreadsheet because of its first rate business features and also its popularity in the marketplace. The move from an external timesharing system to an internal system has reduced the bank's timesharing costs from a high of \$1.5 million annually to \$300000 to \$400000 per year. Harris Bank has also developed an information application. Using a fourth generation programming language, the group has developed a menu driven program which resides on the IBM mainframe and allows microcomputer technical users easy **access** to important **data** ( 0 refs.)

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15/5/39 (Item 1 from file: 60)  
DIALOG(R)File 60: ANTE: Abstracts in New Tech & Engineer  
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**Automatic Acceptance Test System For Aircraft Computers**  
O'Brien, James P , Canada  
**Publisher Url:** <http://patents.ic.gc.ca/cipo/cpd/en/patent/1189623/summary.html>  
**Document Type:** Patent **Record Type:** Abstract  
**Language:** English

AUTOMATIC ACCEPTANCE TEST SYSTEM FOR AIRCRAFT COMPUTERS Abstract In order to provide for substantially **reduced costs** in acceptance testing of aircraft computers, the acceptance test system described herein includes: a **group** of input circuits for **receiving** the computer output **data** signals; an input circuit adapted to **receive** signals from the aircraft computer representing the computer input data signals; and a transmitter for transmitting the computer input data to the computer. In this automatic acceptance test system, the computer under test **generates** both serial and parallel input **data** signals for itself which are then retransmitted to the computer under test by the automatic test system..

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15/5/41 (Item 3 from file: 60)  
DIALOG(R)File 60: ANTE: Abstracts in New Tech & Engineer  
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**Computer system and method for determining a travel scheme minimizing travel costs for an organization**  
O'Brien, Danamichele Brennen , USA  
**Publisher Url:** <http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&u=/netahtml/PTO/search-adv.htm&r=1&p=1&f=G&l=50&d=PTXT&S1=5832453.PN.&OS=pn/5832453&RS=PN/5832453>  
**Document Type:** Patent **Record Type:** Abstract  
**Language:** English

A computer system and a method for determining a travel scheme **minimizing** travel **costs** for an



**organization**, where the **organization** expects to purchase travel trips for a plurality of travelers for a plurality of travel links. Each travel link comprises a travel origin and a travel destination, and is served by at least one of the carriers. The system comprises a **data** input device for **receiving** travel information relating to the carriers and the links, a **data** storage device for storing the travel information received by the **data** input device, a processor, and a data **output** device. From the travel information, the system **constructs** an objective function representing a travel cost to the organization to purchase travel trips for the plurality of travelers for the plurality of predetermined links, and a set of constraints comprising restrictions relating to the objective function. The constraints are applied to the objective function to determine a solution of the objective function that satisfies the constraints and that **minimizes** the travel **costs** of the **organization**, and a **data output** device then **generates** a **report** representative of the solution. The travel information comprises travel cost information for each link for each carrier serving the link, demand and supply information pertaining to a projected demand for each link and a projected supply for each carrier, and carrier goal information pertaining to any predetermined goal the organization may have with respect to any of the carriers.

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18/5/1 (Item 1 from file: 8)

DIALOG(R)File 8: Ei Compendex(R)

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**Anticipated benefits of new information systems: the role of the proposer**

Mirani, Rajesh; Lederer, Albert L.

**Corresp. Author/Affil:** Mirani, Rajesh: Univ of Baltimore, Baltimore, United States

**Conference Title:** Proceedings of the 1994 ACM SIGPLAN Conference

**Conference Location:** Alexandria, VA, USA **Conference Date:** 19940324-19940326

**E.I. Conference No.:** 20689

Proceedings of the ACM SIGCPR Conference ( Proc ACM SIGCPR Conf ) 1994 (155-164)

**Publication Date:** 19940101

**Publisher:** Publ by ACM

**Document Type:** Conference Paper; Conference Proceeding **Record Type:** Abstract

**Language:** English **Summary Language:** English

**Number of References:** 30

The assessment of the anticipated benefits of new information systems is important to the process of information system planning. A study of the anticipated benefits of 178 projects revealed nine benefits factors: improved information, strategic advantage, return on investment, reduce technology cost, better applications development, reduced **travel** costs, reduced workforce costs, business redesign, and adherence to government regulations. A variety of personnel propose new information systems. User departments are the most active proposers. Top management and IS departments are about equally active and strategic planning groups are considerably less active. User departments and top management propose more strategic advantage applications than do IS department or strategic planning **groups**. IS departments most actively propose **reduced** technology **cost** and better applications development applications while user departments propose improved information, return on investment, reduced workforce costs, business redesign, and adherence to government regulations applications.

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18/5/4 (Item 2 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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**PASSENGER TRANSPORT IN KARACHI: A NESTED LOGIT MODEL**

**Author:** THOBANI, MATEEN **Degree:** PH.D.

**Year:** 1981

**Corporate Source/Institution:** YALE UNIVERSITY ( 0265 )

**Source:** Volume 4301A of Dissertations Abstracts International.

PAGE 219 . 97 PAGES

The rapid rate of population growth in Karachi has created acute problems in passenger transport.

This study identifies some of the major problems besetting Karachi's transport system and, based on an analysis, of household data, suggests some remedies to ease the situation.

The economic framework within which the problem is analyzed is a joint choice probabilistic model of **travel** mode to work and mode ownership. The model is estimated using the nested logit technique. This technique has a conceptual advantage over the multinomial logit approach if the choices or alternatives in the joint model are not all distinct. The nested logit model only requires the alternatives in each level of the joint model to be distinct--the model itself need not have a multinomial structure. While the simultaneous structure of the model is maintained, the model is estimated sequentially. This results in computational savings. The gain in computational ease comes at the expense of some loss of efficiency relative to direct estimation of the joint model.

The model is estimated using a 400 household survey conducted for this study. In addition to questions on income, there were detailed questions regarding the **travel** behavior of each member of the household. The sample was stratified by categories of income and distance to the center of town. The survey reveals that a smaller proportion of the poorest income group has a bus available to it, as compared to the middle income group. This suggests that there may be a frustrated demand for buses. Simulations of the model support the result.

Simulations of the model/demonstrate that a scheme to increase buses throughout Karachi would be cost effective. The model also predicts that if bus **fares** were raised by 20% while simultaneously **lowering** waiting time by 10%, there would be a gain to all income **groups** except the poorest. However, the loss to this group is insignificant as compared to the gain by the other groups. Therefore, if there is a problem in obtaining the necessary funds to purchase additional buses in the public sector, raising **fares** as an alternative to **obtaining** the additional buses from the private sector is desirable.

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18/5/5 (Item 3 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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## **THE DEMAND FOR THE COLORADO DEER HUNTING EXPERIENCE**

**Author:** MILLER, RONALD ROBERT      **Degree:** PH.D.

**Year:** 1980

**Corporate Source/Institution:** COLORADO STATE UNIVERSITY ( 0053 )

**Source:** Volume 4106A of Dissertations Abstracts International.

PAGE 2716 . 177 PAGES

Deer hunting in Colorado is a non-marketed activity occurring mainly on public lands. Effective management of the deer resource requires knowledge of hunter demand. In this thesis, research methodologies are developed and employed to estimate the economic value of Colorado deer hunting experiences, and to study the factors which influence the economic value. The analysis was based on responses from over seven hundred 1974 Colorado deer hunting license holders, stratified by type of license, by location of residence, and by area in the state where the hunting took place.

**Travel/transfer cost** and direct question estimates of demand were **obtained**.

Since tastes and preferences are known to affect demand, it was anticipated that estimates of hunter's willingness to pay for deer hunting experiences would be improved by including "hunter preference types" derived by psychological methods, as an explanatory variable set. However, for this research sample, inclusion of hunter preference type variables did little to increase the explanatory power of the estimated demand functions or alter the magnitude of coefficients of other explanatory variables.

This thesis also presents the development and application of a method for measuring the separate effects of time and monetary costs upon the degree of participation in the Colorado deer hunting experience within the "**travel** cost" approach to estimating the value of hunting. It is argued that although omission of a time cost variable can lead to negatively biased estimates when the **travel/transfer** cost method is used, inclusion of distance as a proxy for time costs and assignment of its total effect to time costs may bias forecasts in the opposite direction. It is shown that both difficulties can be avoided by a "two-step" estimation method.

A major thesis objective was to determine effects of changes in hunter density and success ratio upon willingness to pay for the deer hunting experience. Analyses indicate hunters are sensitive to changes in success ratio, as willingness to pay increases as the success ratio increases. Congestion

effects did not appear to be very important to these respondents, a finding somewhat at variance with the initial hypothesis.

A time series model for deer hunting license demand indicated hunting license demand elasticity with respect to license fee for non-resident deer (regular rifle) hunters is almost unity; for resident deer (regular rifle) hunters, the license fee is not a significant demand determinant.

Several further policy conclusions are drawn: (1) although the Colorado Division of Wildlife appears to be setting nonresident license fees so as to maximize revenue from that **group** of hunters, it appears that resident deer license **fees** could be increased without **reducing** participation; (2) habitat improvement projects designed to accommodate more hunters and/or to increase the success ratio are warranted on benefit/cost grounds; and (3) the costs of congestion associated with increased hunter numbers are, at present, not great enough to offset the benefits gained from more hunters afield.

---

18/5/10 (Item 1 from file: 99)

DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs

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**Don't let travel costs cheapen your style**

Buck, Marie ; Treco, Brian

Chemical Engineering v. 100 (Mar. '93) p. 145-6

**Document Type:** Feature Article **Language:** English **Record Status:** New record

Advice is offered on **reducing travel costs** without sacrificing comfort, quality, or service.

**Companies** that are looking for ways to **cut** back frequently target **traveling expenses**, thereby requiring the **traveler** to maximize his **travel** budget. Since planning rather than higher prices guarantees good quality, the **traveler's** decisions and not the size of the daily budget will determine the quality **received**. Sources of **information** for **travelers** include such organizations as the American Automobile Association, the Allstate **travel** club, and the Mobil Automobile Club. Detailed advice is offered in the areas of exploring airfare alternatives, assessing lodging requirements, dining at reasonable cost, and saving on ground transportation.

---

18/5/12 (Item 1 from file: 56)

DIALOG(R)File 56: Computer and Information Systems Abstracts

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**On-line OAG saves travelers up to \$300 on flight tickets.**

Duffy, M N MIS Week, 7 East 12th St., New York, NY 10003, USA

MIS WEEK. , v 5 , n 18 , p 27 , 1984

**Publication Date:** 1984

**Document Type:** Journal Article **Record Type:** Abstract

**Language:** English

Ever luck out with a really good **travel** agent who wouldn't give up until she'd shaved at least a hundred bucks off your air fare? Official Airline Guides Inc. (OAG), claims that its customers have **cut** as much as \$300 off air ticket **prices** by taking advantage of the some 36,000 changes a day in air fares. Obviously the **company's** old standard hard-copy OAG, which has an annual distribution of 600,000 copies, cannot update its pages fast enough to accommodate these myriad changes. That's why the Dun & Bradstreet Corp. subsidiary started putting fare and schedule information from about 700 airlines into an electronic edition. Since then OAG has distributed more than 10,000 IDs and passwords, enabling about 60,000 users-mainly corporate support staff, **travel** departments or individuals-to access the database via Tymnet, Uninet, Dunsnet or Telenet.

---

18/5/13 (Item 1 from file: 60)

DIALOG(R)File 60: ANTE: Abstracts in New Tech & Engineer

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**The impact of computer reservation systems on long haul travel**

Sheldon, Pauline J

Tourism Review , v 48 , n 4 , p 31-35 , 1993

**Publication Date:** 1993

**Publisher:** Emerald , 60/62 Toller Lane , Bradford , West Yorkshire , BD8 9BY

**Country Of Publication:** UK

**Publisher Url:** <http://www.emeraldinsight.com/Insight/viewContentItem.do;jsessionid=107BB926BA42B2DF4C66FCDC72FC775A?contentType=Article&contentId=1713472;>

<http://www.emeraldinsight.com>

**Document Type:** Journal Article **Record Type:** Abstract

**Language:** English

**DOI:** [10.1108/eb058141](https://doi.org/10.1108/eb058141)

Today's long haul **travelers** require destination information before they **travel** to a destination, and also while they are at the destination. The increasing complexity of the tourism industry and the increasing sophistication and diversity of **travelers**, makes **access** to this **information** both more important and more difficult, especially for long haul destinations. Indeed there are substantial search costs for **travelers** to identify products in long haul destinations. More accessible information sources on a destination's facilities can **reduce** the substantial search **costs** that are incurred in the planning and **organization** of a long haul trip, and thereby facilitate market transactions in the destinations.

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25/5/2 (Item 2 from file: 8)

DIALOG(R)File 8: Ei Compendex(R)

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**DATA DISPLAY TECHNIQUES FOR TRANSPORTATION ANALYSIS AND PLANNING: AN INVESTIGATION OF THREE COMPUTER-PRODUCED GRAPHICS.**

Noguchi, Tomoki; Schneider, Jerry B.

**Corresp. Author/Affil:** Noguchi, Tomoki

Transportation Planning and Technology ( Transp Plann Technol ) :1977 4/1 (23-36)

**Publication Date:** 19771201

**Document Type:** Journal **Record Type:** Abstract

**Language:** Unspecified **Summary Language:** English

**Number of References:** 13

This paper discusses the utility of graphics and introduces three computer-drawn graphic techniques which may be useful, both for analysis and presentation of results, in the transportation planning process. CENVUE(S) produces a three-dimensional, perspective-view map, on which any type of transportation **data** or performance indicator can be **displayed**. VAP is designed to display **origin-destination travel** patterns in any region. TDN transforms a physical-distance network into a time-distance network so that effects of different speeds in the transportation network can be readily seen. The **cost**-effectiveness of each technique is discussed and some recommendations for **evaluating** computer graphics techniques are provided.

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25/5/8 (Item 5 from file: 35)

DIALOG(R)File 35: Dissertation Abs Online

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**SHORT RANGE, QUICK RESPONSE TRANSPORTATION PLANNING TO MEET THE NEEDS OF THE POOR IN DEVELOPING COUNTRIES**

**Author:** EISHABANI, ABDELGADER OTHMAN **Degree:** PH.D.

**Year:** 1981

**Corporate Source/Institution:** THE UNIVERSITY OF OKLAHOMA ( 0169 )

**Source:** Volume 4207A of Dissertations Abstracts International.

PAGE 3325 . 284 PAGES

The main objective of this study is to prepare a framework for analysis that addresses the transportation needs of the poor in developing countries and provides **travel** estimation procedures

for quick response to policy questions in the context of the dynamic urban changes and data inadequacies in the **cities** of the developing countries.

**Cities** in the developing countries have increasing numbers of people living below the poverty line, and who have real "transportation needs" that cannot be analyzed adequately by the existing "demand models" which are inflexible in terms of the changing objectives of development, urbanization, mobility, employment, and levels of expenditures on **travel** in developing countries.

In this study a framework for transportation needs analysis is proposed where the key goal is to provide a desirable level of access to employment, health, education and other opportunities that would satisfy the transportation needs of the urban population. The proposed analysis framework is both nonspatial and spatial. The main objective of nonspatial analysis is to **make** use of **data** obtained from household interviews for policy analysis, such as: the effect of road pricing policies on the mobility of different income groups, and the budget needed to meet the poor's standards of accessibility and **expenditures** on **travel**. The main objectives of spatial **analysis** are to **identify** the zones in an urban area with deficiencies in transportation supply and to estimate the trips needed by purpose at the zonal level. Three examples are provided of the proposed analysis framework. In the example of Amman, Jordan, the proposed approach was tested against the conventional demand approach which was used in a recent (February 1981) transportation study of Amman, Jordan.

It is to be noted that the proposed analysis framework will be useful only to those developing countries that have a relatively large number of people who are considered to be poor and those countries have to be politically committed to providing the "basic needs" for their poor segment of the population.

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25/5/12 (Item 3 from file: 2)  
DIALOG(R)File 2: INSPEC  
(c) 2009 The IET. All rights reserved.

**Title: Airline performance modelling to support schedule development: an application case study**

**Author(s):** Haeme, R.A.; Huttinger, J.L.; Shore, R.W.

**Author Affiliation:** Booz-Allen & Hamilton Inc., Arlington, VA, USA

**Inclusive Page Numbers:** 800-6

**Publisher:** SCS, San Diego, CA

**Country of Publication:** USA

**Publication Date:** 1988

**Conference Title:** 1988 Winter Simulation Conference Proceedings (IEEE Cat. No.87CH2512-2)

**Conference Date:** 12-14 Dec. 1988

**Conference Location:** San Diego, CA, USA

**Conference Sponsor:** IEEE American Stat. Assoc. ACM IIE NBS ORSA TIMS SCS

**Editor(s):** Abrams, M.A.; Haigh, P.L.; Comfort, J.C.

**Number of Pages:** xxi+896

**Language:** English

**Document Type:** Conference Paper (PA)

The authors address a Monte Carlo simulation model which was developed and used to help one **airline** evaluate its on-time arrival performance. The complex interactions of **airline** operations defy prescriptive modeling. **Airlines** must **make** frequent changes to their **schedules**. In this environment, a descriptive, stochastic simulation model of the events and interactions that take place has been developed, providing a useful laboratory for an **airline** operations planner and scheduler. Using the model, the authors and **airline** operations planners were able to **examine** alternative strategies for maintaining high on-time performance without increasing **costs** ( 3 refs.)

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25/5/15 (Item 1 from file: 6)  
DIALOG(R)File 6: NTIS  
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**Case Studies of Market Research for Three Transportation Communication Products**

Parish, T. R.

Little (Arthur D.), Inc., Cambridge, MA.

**Sponsor:** John A. Volpe National Transportation Systems Center, Cambridge, MA. Economic Analysis Div.; Federal Highway Administration, Washington, DC. Office of Policy Development.

Mar 1994 70p

**Language:** English

**Country of Publication:** United States

This report completes a two-part project in support of the Volpe Center program, 'Public Acceptance and Markets for Various IVHS Services' (see also PB2000-104499). This second **report builds** on the first by presenting case studies which describe the actual approach and methods used to assess the market for three innovative transportation communications products.

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25/5/28 (Item 14 from file: 6)

DIALOG(R)File 6: NTIS

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### **Optimizing Common Carrier Terminal Locations**

Scott, R. S. ; McCullough, D. R.

New York State Office of Transportation.

**Report Number:** TP29-910-01

Nov 65 38p

The paper deals with the optimum location of common **carrier**, intercity terminals. The approach is applied to Buffalo, but is equally applicable anywhere. Four steps were followed: (1) Division of the area into **travel** zones; (2) Computation of passenger time to each of the possible zones, or terminal locations, and ranking of the zones, with the minimum time corresponding to the first ranking (only the top rated zones are retained); (3) Rejection of certain locations on the above list for urban planning reasons and **calculation** of terminal construction **costs**; (4) Balancing the benefits of any location against the costs of erecting the terminal. The manipulations comparing various **travel** times is accomplished by matrix theory. The approach is briefly laid out. The rest of the document consists of the application of this criteria to the Buffalo situation. (Author)

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25/5/31 (Item 1 from file: 60)

DIALOG(R)File 60: ANTE: Abstracts in New Tech & Engineer

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### **Virtual fare methods for a computerized airline seat inventory control system**

Hornick, Scot W , USA

**Publisher Url:** <http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&u=/netahtml/PTO/search-adv.htm&r=1&p=1&f=G&l=50&d=PTXT&S1=5270921.PN.&OS=pn/5270921&RS=PN/5270921>

**Document Type:** Patent **Record Type:** Abstract

**Language:** English

An **airline** seat reservation system wherein seat reservations are controlled using, in part, a computerized seat inventory control system. The seat inventory control system, based on a concept termed Network-Based Expected Marginal Seat Revenue (EMSR), does not require the large number of variables required by the other network-based approaches, and it incorporates a probabilistic demand model without resorting to computationally intractable integer programming. The seat inventory control system uses iterative leg-based methods to control bookings in a flight network comprised of a plurality of **itinerary**/fare class combinations using a plurality of flight legs. When considering a particular flight leg, the total fare paid by a passenger using the leg is adjusted by taking into account an estimate of the displacement cost of the **travel** on the other legs of the **itinerary** to **create** a virtual fare. Expected marginal seat revenues (or more precisely, their current approximations) provide the displacement **costs** on the legs when **computing** virtual **fares**. Using these virtual **fares**, a leg-based optimization method is applied to the individual legs one-by-one to compute new approximations of the expected marginal seat revenues. This method is iterated until the expected marginal seat revenues converge to their network-optimal values.

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25/5/32 (Item 2 from file: 60)

DIALOG(R)File 60: ANTE: Abstracts in New Tech & Engineer

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**Travel reservation information and planning system**

Delorme, David M; Gray, Keith A; Ferguson, T Angus , USA

**Publisher Url:** <http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&u=/netacgi/nph-PTO/search-adv.htm&r=1&p=1&f=G&l=50&d=PTXT&S1=5948040.PN.&OS=PN/5948040&RS=PN/5948040>

**Document Type:** Patent      **Record Type:** Abstract

**Language:** English

Computerized **travel** reservation information and planning system that **generates** 'map ticket' **output** in various media, for guidance and transactions en **route**. Such print or electronic documents can include bar or alphanumeric codes for automated recognition and/or access. WHERE?, WHO/WHAT?, WHEN? and HOW? menus enable flexible user inquiries accessing selectable geographic, topical, temporal and transactional data records and relational processing. Sub-menus provide further capabilities: e.g. routing, topical searching; searches of events calendars, almanacs, appointment books, related **itinerary** scheduling; trip budgeting issues, plus **travel** arrangement availabilities or other goods/services offers. Online communications links access updated or supplemental information on places, times, topics and other provider goods/service offers. Online computer-aided routing system enables input of selectable **travel origin, destination**, and waypoints to **compute travel routes**, available transportation services, **costs**, options, and schedules. A point-of-interest database lets users pick types of attractions or accommodations within a user-selected region around **routes of travel**. Users engage in an iterative planning process, revising or editing **travel** plans, previewing **travelogs** of alternate **routes**, selecting point of interest parameters, comparing times and costs of transportation options, in order to achieve a satisfactory **travel** plan. The system provides **printed** or electronic **output** that may include any one or more of text **itinerary**, ordered set of **travel** maps, customized collection of information on points of interest information and a selected array of valid reservation confirmations, tickets and/or discount coupons coded with elements for automated recognition and processing. Mobile users, including GPS-linked users, can access the system via wireless communication units.

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11/3,K/3 (Item 2 from file: 636)

DIALOG(R)File 636: Gale Group Newsletter DB(TM)

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**SOUTHWEST AIRLINES**

World Airline News , v 4 , n 30 , p N/A

August 1 , 1994

**Language:** English      **Record Type:** Fulltext

**Document Type:** Newsletter ; Trade

**Word Count:** 107

in short-haul U.S. markets, completed the second quarter with a \$58.5 million net profit, up 39% over the second quarter of 1993. **Lower** unit **costs** and strong revenues were some of the reasons for the earnings **report**. In addition, Southwest Chairman Herb Kelleher maintained there was "absolutely no discernible negative impact" from the ex- **communication** of Southwest from the Apollo and System One **computer reservations systems**. Revenue rose by 20% to \$1.28 billion for the first half of the year, compared to \$1.07 billion the year before.

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11/3,K/5 (Item 2 from file: 16)

DIALOG(R)File 16: Gale Group PROMT(R)

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### **Gold Medal offers agents greater access**

Travel Trade Gazette UK & Ireland , p 30

July 21 , 1993

**Language:** English **Record Type:** Fulltext

**Document Type:** Magazine/Journal ; Trade

**Word Count:** 145

The operator claims agents making **scheduled** reservations for leisure customers can **cut** phone **costs** as well as avoid investing in their own viewdata **link** with a **computer reservations system**.

Gold Medal has enabled agents through its two-year development – which went live last week - to make **scheduled** flight bookings on viewdata.

Until now retailers have been able to access fares through Gold Medal's Farebank on viewdata but had to use the...

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11/3,K/6 (Item 3 from file: 16)

DIALOG(R)File 16: Gale Group PROMT(R)

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### **Agents call for help as CRS use gathers in pace**

Travel Trade Gazette UK &

Ireland , p 29

Jan 30 , 1992

**Language:** English **Record Type:** Fulltext

**Document Type:** Magazine/Journal ; Trade

**Word Count:** 551

Does the average High Street agent need a CRS? Unless he or she does a significant number of **scheduled** airline bookings the answer is probably no, but **scheduled** airlines are gaining market share from charters and will continue to do so after European skies are liberalised next year.

Many agents have ruled out a CRS simply on the grounds of **cost**, but now **lower-priced** systems are coming on to the market.

Examples are GalileoLink and Worldspan's World Dial Link, and the new Speedscreen CRS being marketed in the...

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11/3,K/14 (Item 1 from file: 15)

DIALOG(R)File 15: ABI/Inform(R)

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### **THISCO turns on hotels with improved system**

Selwitz, Robert

Hotel & Motel Management

v208n19 pp: 61, 66

Nov 1, 1993

companies, and it represents nearly 75% of all electronic hotel bookings made by travel agents around the world. Since travel agents now have the same **CRS access** as hotel-reservation agents, this should markedly cut down on the number of costly inbound telephone inquiries. The hotel industry, which pays for THISCO, also enjoys **reduced costs** as THISCO keeps member companies off the telephone, and hotels do not have to concentrate on constantly feeding new **data** to Apollo, **Sabre**, and other global-distribution systems. Meanwhile, Holiday Inn Worldwide, a founding member of THISCO, withdrew from the consortium in December 1992 and...

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11/3,K/16 (Item 3 from file: 15)

DIALOG(R)File 15: ABI/Inform(R)

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### **Taming the High Cost of Travel**



Cook, Rick; Lacob, Miriam  
Computer Decisions v20n6 pp: 69-71  
Jun 1988

databases already in place: airlines' computerized reservation systems and credit card companies' information systems. American Express Co.'s Expense Management System provides an automated expense **report** that is transferred electronically to the returning traveler, free to corporate and business clients. Citicorp Diners Club Inc. has its Travel Accounting Control System as a service bureau offering. According to American Airlines, its Capture, which is **linked** to its **computerized reservation system**, Semi-Automatic Business Related Environment, should pay for itself in a year. Moreover, T&E costs for corporations using the system can be cut by...

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13/3,K/4 (Item 3 from file: 148)  
DIALOG(R)File 148: Gale Group Trade & Industry DB  
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**PC\*Miler2 helps you get from here to there.**

Barrett, Colin  
Chilton's Distribution , v89 , n9 , p86(3)  
Sept , 1990

**Document Type:** evaluation

**Language:** ENGLISH **Record Type:** FULLTEXT

**Word Count:** 1268 **Line Count:** 00094

get from PC\*Miler2: First, you can specify the absolute shortest route. Second, you can ask for a "practical" route, which favors multi-lane, limited **access** highways in order to **minimize travel costs**. The system **calculates** travel time based on different average speeds over different types of roads and **computes** total **costs** based on per-mile and per-hour factors; it has built-in defaults that don't seem at all unreasonable, but you're free to...

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13/3,K/5 (Item 4 from file: 148)  
DIALOG(R)File 148: Gale Group Trade & Industry DB  
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**Double counting in hedonic and travel cost models.**

McConnell, K.E.  
Land Economics , v66 , n2 , p121(7)  
May , 1990

**Language:** ENGLISH **Record Type:** FULLTEXT; ABSTRACT

**Word Count:** 3489 **Line Count:** 00277

housing market near the harbor and on the recreational use of the harbor. This impact was studied with both a hedonic model and a travel **cost** model. Double counting is also a relevant issue when access to resources which are valued for their recreational returns are addressed in a hedonic framework.

The **analysis** of this paper applies generally to situations in which increasing access to one amenity directly reduces the access to another amenity. The Los Angeles housing market is a good case. Researchers have long realized that distance from the ocean is highly correlated with air pollution. **Prices** of houses near the ocean have **lower travel costs** for **access** to the ocean and **lower** levels of air pollution capitalized into them. The **analysis** of this paper could help provide an estimate of the economic value of air pollution in a place like Los Angeles. The hedonic model incorporates...in [7] to the right-hand side of [8]. That is, integrating the right-hand side of [8] and changing variables from distance to the **price** of the recreation service yields

[Mathematical Expression Omitted]

(where  $dp = cds$  is the change of variable). The function  $z(p)$  is the Marshallian demand that...  
...a household having chosen to live at distance  $[s.sub.o]$  from the lake. The right-hand side of [9] is simply the consumer surplus **calculated** from the travel **cost** model. Therefore, in a very simple

model, when the motive for living close to the natural resource is the **reduction** in travel **costs**, the hedonic model and the **travel cost** model measure the same value of **access**. There is complete double counting for such individuals.

Two sets of questions arise in thinking about this result, as well as the results of the...

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14/3,K/10 (Item 1 from file: 16)  
DIALOG(R)File 16: Gale Group PROMT(R)  
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**Sabre Weighs Higher Res Costs To Agents**

Tour & Travel News , p 1  
Dec 12 , 1994

**Language:** English **Record Type:** Fulltext  
**Document Type:** Magazine/Journal ; Trade  
**Word Count:** 573

the typical \$2.50-a-segment fee for airline bookings is a good value, he also said, 'We think we can do better.'

If **Sabre reduces** its supplier **fees**, and if some suppliers pull out of the **CRS** or set up **communication links** that bypass the **CRS**, Sabre's ability to predict revenue from its agency subscriber contracts will diminish.

'I don't think we've gotten to the point where we...

---

14/3,K/13 (Item 4 from file: 16)  
DIALOG(R)File 16: Gale Group PROMT(R)  
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**Ryanair accuses Galileo of bias in complaint to EC**

Travel Trade Gazette UK &  
Ireland , p 3  
August 31 , 1994

**Language:** English **Record Type:** Fulltext  
**Document Type:** Magazine/Journal ; Trade  
**Word Count:** 277

Mr O'Leary said: 'We remain committed to providing our customers with the best quality links to Ryanair.

'We believe our upgraded **connection** to Worldspan provides agents with the best possible unbiased **computer booking system** in Ireland.'

The complaint follows concerns by other small airlines about **CRS** bills.

Ryanair **dropped** a link with **Sabre** because of rising **costs** (TTG August 3)

Marketing manager Valerie O'Leary accused Galileo of giving a service that was not as efficient as offered to Aer Lingus, a...

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14/3,K/19 (Item 10 from file: 16)  
DIALOG(R)File 16: Gale Group PROMT(R)  
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**American chief blasts US CRS legislation**

Travel Trade Gazette UK & Ireland , p 3  
August 27 , 1992

**Language:** English **Record Type:** Fulltext  
**Document Type:** Magazine/Journal ; Trade  
**Word Count:** 274

announce changes to existing CRS rules. The airline bill is seeking to eliminate biased flight listings and give agents more flexibility by calling for: 1. **Access** to all four US **CRSs** through one piece of

hardware. 2. Common functionality - identical entries on all CRSs. 3. A **reduction** in booking **fees**. 4. A limit on CRS contracts to three years from five. Sabre holds a 37.3 per cent US market share followed by United Airlines...

---

14/3,K/21 (Item 12 from file: 16)  
DIALOG(R)File 16: Gale Group PROMT(R)  
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**Sheraton's new pricing makes rivals cry foul**

Advertising Age , v 63 , n 19 , p 6  
May 11 , 1992

**Language:** English **Record Type:** Fulltext  
**Document Type:** Magazine/Journal; Tabloid ; Trade  
**Word Count:** 584

involves one room rate for business travel, a second for 14-day advance reservations and a third for weekend rates. Sheraton also says it has **lowered** its standard list **price**, but anyone who asks will **get** the **lower** SureSavers business **travel rate**.

"It is a mistake to **get** involved with rate cutting," said Barron Hilton, chairman of Hilton Hotels Corp., at the American Hotel & Motel Association's convention here. "... Hospitality is more than...

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14/3,K/30 (Item 2 from file: 148)  
DIALOG(R)File 148: Gale Group Trade & Industry DB  
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**Software to go: advances in computer software are making travel agents obsolete.  
(includes related information on fare-saving computer programs)**

Kindel, Sharen  
Financial World , v163 , n6 , p65(2)  
March 15 , 1994

**Language:** ENGLISH **Record Type:** FULLTEXT; ABSTRACT  
**Word Count:** 1468 **Line Count:** 00115

Some corporations are using in-house systems **linked** to a **computerized reservation system** to make their own business travel arrangements and **cut** travel agent **costs**. Travel agents are also using the agentless software to increase efficiency.

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14/3,K/35 (Item 7 from file: 148)  
DIALOG(R)File 148: Gale Group Trade & Industry DB  
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**What's new in controlling corporate travel expenses?**

Jayson, Susan  
Management Accounting (USA) , v74 , n2 , p29(3)  
August , 1992

**Language:** ENGLISH **Record Type:** FULLTEXT; ABSTRACT  
**Word Count:** 2495 **Line Count:** 00196

even higher. Mr. Day is the founder and senior partner of the Day Partnership, headquartered in Oak Brook, Ill., and the author of How to **Cut Business Travel Costs**. Recently we interviewed him to **find** out what companies can do to control expenses without getting grounded.

---

14/3,K/46 (Item 18 from file: 148)  
DIALOG(R)File 148: Gale Group Trade & Industry DB  
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**Is this the best fare? (air fares)**

Dillon, Thomas F.

Purchasing World , v33 , n9 , p35(1)

Sept , 1989

**Language:** ENGLISH **Record Type:** FULLTEXT

**Word Count:** 809 **Line Count:** 00063

management methods can be applied to control corporate travel costs and improve service while doing it. Some major companies are already doing this and have **lowered travel costs** by over 25% while **receiving** more service per dollar spent. Some have set up corporate travel departments operating independently or as part of another department, including purchasing.

---

14/3,K/51 (Item 1 from file: 624)

DIALOG(R)File 624: McGraw-Hill Publications

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### **Ryanair Terminates Participation In Sabre CRS**

Aviation Europe, Vol. 4 Issue 31, Pg 4

August 18, 1994

Ryanair, the independent Irish carrier, said it will sever its **links** with the **Sabre computer reservations system** because of escalating costs. The airline will terminate its Participation Carrier Agreement with Sabre 1 Oct. as part of an "ongoing process of simplifying its operations and **reducing costs** wherever possible." Ryanair will continue to be hosted on Easy Res, Galileo and Worldspan booking systems.

124VQ7

**Time of Request:** Wednesday, June 10, 2009 08:53:16 EST

**Client ID/Project Name:**

**Number of Lines:** 231

**Job Number:** 2862:161376394

Research Information

**Service:** Terms and Connectors Search

**Print Request:** Selected Document(s): 40,78,80,285,287

**Source:** Combined Source Set 1

**Search Terms:** (((minimiz! or minimis! or minimum! or decreas! or lower\*\*\* or lessen! or reduc\*\*\*\*\* or diminish! or cut\*\*\*\*\* or drop\*\*\*\*\* or down or slash\*\*\*) w/5 (cost or expenditure or spend\*\*\* or budget or expense or charge or fee or price or fare or outlay)) w/15 (organization or organisation or group or company or companies or corporation or team or group or association)) and (((plural\*\*\* or multi or multiple or multiplicity or many or several or numerous or various) w/10 (trip or link or route or itinerar\*\*\*) w/20 (purchas\*\*\* or buy or buying or book or booking)) and date leq (3/22/1994)

**Send to:** N/L, 124VQ7  
USPTO  
600 DULANY ST MADISON WEST  
STIC/LOBBY LEVEL

40 of 291 DOCUMENTS

Copyright 1993 Nationwide News Pty Limited  
The Advertiser

May 29, 1993 Saturday

**LENGTH:** 647 words

**HEADLINE:** SA exodus to a winter wonderland

**BYLINE:** STUART INNES

**BODY:**

...10 for a hat and \$30 for goggles.

Boots, skis and poles were about \$650.

The manager of the Adelaide Snow Booking Centre, Miss Dianne Magee, said the three-day weekend ski trip had become popular with the advent of flexidays or rostered days off, which many took on a Friday. Buses left Thursday night and returned overnight on Sunday, arriving in time ...

...third of those in the snow, but incurred the problems of getting to the ski fields every day.

Many families were pairing up, and minimising costs by taking an eight-share self-contained unit.

A new Adelaide-based company, The Ski Connection, is selling only ski travel. It charges \$135 an adult and \$125 a child for ...

78 of 291 DOCUMENTS

Copyright 1992 Crain Communications, Inc.  
Crain's Chicago Business

September 21, 1992

**SECTION:** TAKEOUT; Executive Travel; Pg. T5

**LENGTH:** 1238 words

**HEADLINE:** Companies pare down policy for corporate travel expenses;  
Detailed reports keep employees on right track

**BYLINE:** By JOANNE CLEAVER

**BODY:**

...for small, but money-saving, perks from hotels -- such as free continental breakfasts or cut-rate room service.

When a company is able to document its travel patterns right down to specific cities, cost-cutting can be taken a step further.

Too many changes

One of Mr. Burris' clients, which spent \$ 12 million annually ...

...on a personal computer more frequently than once a month.

"You can query the system right down to how many trips so-and-so took in the last six months, or get cost-per-mile, which is popular with clients who book lots of overseas travel," she says.

Spending comparisons

Another frequently requested program format compares travel spending each ...

80 of 291 DOCUMENTS

Copyright 1992 Financial Post Ltd.  
The Financial Post (Toronto, Canada)

September 10, 1992, Thursday, DAILY EDITION

**SECTION:** SECTION 1, FOCUS ON BUSINESS AIR TRAVEL; Pg. 20

**LENGTH:** 585 words

**HEADLINE:** Ideal time to squeeze more from travel budget

**BYLINE:** Miriam Cu-Uy-Gam

**BODY:**

A growing number of companies are looking for ways to reduce travel expenses as they tighten their belts.

"Travel is the largest (business) expense after salaries and data processing, and it's largely discretionary," says Robert ...

...Travel Group Inc., through which Royal Trust gets a break on carriers and hotels.

Companies should determine how many trips will be taken and where to consolidate purchases and negotiate better deals.

"If you can guarantee a certain volume of business over the year, a carrier can make ...

...rental companies."

**BONUS EXTRAS**

Hotels will often include complimentary breakfasts or dining-room discounts. Car-rental companies may waive drop-off charges. Travellers can save even more by paying for rented autos with credit cards that provide collision- or loss- ...



285 of 291 DOCUMENTS

PATENT COOPERATION TREATY APPLICATION

93010502

(Note: This is a Patent Application only.)

[Link to Claims Section](#)

May 27, 1993 , Issue No.: 199321

COMPUTER TRAVEL PLANNING SYSTEM

**FRENCH-TITLE:** SYSTEME DE PLANIFICATION DE VOYAGE PAR ORDINATEUR

**INVENTOR:** GARBACK, Brent, J.

**APPL-NO:** PCT/US92/009536

**DESIGNATED STATES:** Australia (AU) , Canada (CA) , Japan (JP)

European Patent, Republic of Austria (AT), Kingdom of Belgium (BE), Swiss Confederation (CH), Federal Republic of Germany (DE), Kingdom of Denmark (DK), Kingdom of Spain (ES), French Republic (FR), United Kingdom of Great Britain and Northern Ireland (GB), Hellenic Republic (GR), Ireland (IE), Italian Republic (IT), Grand Duchy of Luxembourg (LU), Principality of Monaco (MC), Kingdom of the Netherlands (NL), Kingdom of Sweden (SE)

**FILED-DATE:** November 3, 1992

**ENGLISH-ABST:**

A computer based system (10) for processing travel requests directed to a specific venue from individual members of a sponsored group. The system comprises a data base containing a venue file (14) including information regarding the specific venue, a group member file (16) for each individual member of the group, a travel policy file (18) containing information on preselected vendors of various travel services, and a city code file (D) containing codes corresponding to a plurality of city airport locations. Data is entered and information displayed to an individual group member making a travel request via terminal (22), such as a personal computer. A central processing unit is in communication with the data base and with a plurality of airline CRS systems (28). The CPU is programmed to select an individual group member itinerary for the specific venue which includes specific airline flights, and if necessary, specific hotel accommodations (51-55) and specific rental car (56-60) services.

**FRENCH-ABST:**

L'invention concerne un systeme informatise permettant le traitement de demandes de voyages a destination d'un lieu specifique, et qui sont effectues par des individus d'un groupe sponsorise. Le systeme comprend une base de donnees contenant un fichier des lieux (14) comportant les informations sur le lieu specifique, un fichier des membres d'un groupe (16) con[ccedil]u pour chaque individu du groupe, un fichier de planification de voyage preselectionnes de differents services de transport, et un fichier code grandes villes (D) contenant les codes correspondant a une pluralite d'emplacements d'aeroports de grandes villes. On entre les donnees et on affiche les informations concernant un individu d'un groupe faisant une demande de voyage par ordinateur (22), tel qu'un ordinateur personnel. Une unite de traitement

centrale est reliee a la base de donnees et a une pluralite de systemes de reservations aeriennes par ordinateur (28). L' unite de traitement centrale est programme pour selectionner un itineraire d'un individu d'un groupe pour un lieu specifique qui comporte des vols specifiques de compagnies aeriennes, et si necessaire, les chambres d'hotels specifiques (51-55) et les services specifiques de location de voiture (56-60).

#### DETDESC:

...toprocess the myriad of data and arrive at the most costeffective itinerary, the system automates that step of theprocess, and operates in a fraction of the time previouslyrequired to book a business reservation. Furthermore,, iteliminates the possibility that the individual group memberwill circumvent the preferred travel vendors, thussignificantly lowering the cost of corporate travel.

Brief Description of the DrawingsThe following detailed description may best beunderstood by reference to the following drawings in which.

FIGURE 1 is a schematic view of a system inaccordance with the present ...

...further programmed to display the selected flights,hotel accommodations and ground transportation services tothe individual group member via the display means of theterminal 22 e Since the central processing unit is incommunication with the various airline CRS systems, it alsoperforms the function of booking the selected itinerary.

In a particularly preferred embodiment of thesystem of the present invention,, the central processingunit is further programmed to make a price comparisonbetween the negotiated fares available from the preselectedvendors and any other airline flight for the same ...

#### ENGLISH-CLAIMS:

...data entered on saidterminal for:selecting an individual group memberitinerary in accordance with said entered data for saidspecific venue including specific airline flights,, specifichotel accommodations, and specific ground transportation;booking said member itinerary through one ofsaid plurality of airline computerized reservation systems;anddisplaying said member itinerary on saidterminal.2 . The system of claim 1 wherein said venue filefurther contains a code for said specific venue,, saidcentral processing unit being responsive to entry of saidvenue code on said terminal to ...

...fares with saidnegotiated fares from said travel policy file;select the lower of said applicable fares andsaid negotiated fares; andbook specific airline flights for said memberitinerary based on said selected lower fare,

5 The system of claim 1 wherein the data basefurther includes a ticketing file for storing saidindividual group member itinerary, said central processingunit being further programmed to interrogate said ticketingfile on a daily basis to determine if an airline ticketshould be generated on a particular day,6a The system of claim ...

...terminal for:selecting an individual group memberitinerary in accordance with said entered data for said- 21 -specific venue including specific airline flights, specifichotel accommodations, and specific ground transportation;booking said member itinerary through one ofsaid plurality of airline computerized reservation systems;anddisplaying said member itinerary on saidterminal.

8 The system of claim 7 further comprising adata base containing said venue file, said travel policyfile, and said city code file.9\* The system of claim 8 wherein- said ...

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## UNITED STATES PATENT AND TRADEMARK OFFICE GRANTED PATENT

5237499

[Link to Claims Section](#)

August 17, 1993

Computer travel planning system

**INVENTOR:** Garback, Brent J. - 2285 Oak River Ct., Troy, Michigan, United States (US)**APPL-NO:** 790351 (07)**FILED-DATE:** November 12, 1991**GRANTED-DATE:** August 17, 1993**ENGLISH-ABST:**

A computer based system for processing travel requests directed to a specific venue from individual members of a sponsored group. The system comprises a data base containing a venue file including information regarding the specific venue, a group member file for each individual member of the group, a travel policy file containing information on preselected vendors of various travel services, and a city code file containing codes corresponding to a plurality of city airport locations. Data is entered and information displayed to an individual group member making a travel request via a terminal, such as a personal computer. A central processing unit is in communication with the data base and with a plurality of airline CRS systems. The CPU is programmed to select an individual group member itinerary for the specific venue which includes specific airline flights, and if necessary, specific hotel accommodations and specific rental car services.

**SUMMARY:**

...data and arrive at the most cost effective itinerary, the system automates that step of the process, and operates in a fraction of the time previously required to book a business reservation. Furthermore, it eliminates the possibility that the individual group member will circumvent the preferred travel vendors, thus significantly lowering the cost of corporate travel.

**DETDESC:**

...unit is further programmed to display the selected flights, hotel accommodations and ground transportation services to the individual group member via the display means of the terminal 22. Since the central processing unit is in communication with the various airline CRS systems, it also performs the function of booking the selected itinerary.

In a particularly preferred embodiment of the system of the present invention, the central processing unit is further programmed to make a price comparison between the negotiated fares available from the preselected vendors and any other airline ...

790351 (07) 5237499 August 17, 1993

**ENGLISH-CLAIMS:**

...for: selecting an individual group member itinerary in accordance with said entered data for said specific venue including specific airline flights, specific hotel accommodations, and specific ground transportation; booking said member itinerary through one of said plurality of airline computerized reservation systems; and displaying said member itinerary on said terminal.

2. The system of claim 1 wherein said venue file further contains a code for said specific venue, said central processing unit being responsive to entry of said ...

...for: selecting an individual group member itinerary in accordance with said entered data for said specific venue including specific airline flights, specific hotel accommodations, and specific ground transportation; booking said member itinerary through one of said plurality of airline computerized reservation systems; and displaying said member itinerary on said terminal.

8. The system of claim 7 further comprising a data base containing said venue file, said travel policy file, and said city code file.

9. The system of ...

## **Patent Search Results**

17/3,K/4 (Item 4 from file: 350)  
DIALOG(R)File 350: Derwent WPIX  
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### **Financial transaction processing system for communication with bank, home shopping**

Patent Assignee: MASTERCARD INT INC (MAST-N)

Inventor: KLING C W; LEVY J S; MELIONES C A

Patent Family ( 1 patents, 1 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 5878215	A	19990302	US 1994247343	A	19940523	199916	B

#### **Abstract:**

switch and includes remote access devices, financial institution computers, and service provider computers all connected to the switch. Customers at remote access devices select desired **services** and the remote **access** devices **construct a data group containing service requests** consistent with the protocol described in the invention. The data group includes urgency indicators associated with each service requested. The urgency indicators can represent three...

#### **Claims:**

An apparatus for processing incoming and outgoing **data groups of information** comprising: **means for receiving** said incoming **data groups**, at least **one** incoming **data** groups comprising a plurality of service requests, each service request within said data group including a respective discrete urgency indicator indicative of a priority of...

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17/3,K/9 (Item 9 from file: 350)    <related application>  
DIALOG(R)File 350: Derwent WPIX  
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### **Determination method for travel scheme minimising costs for organisation - determining solution to objective function representing travel costs for individual trips and set of constraints including restrictions relating to function**

Patent Assignee: AMERICAN EXPRESS TRAVEL RELATED SERVICES (AMEX-N); AMERICAN EXPRESS TRAVEL RELATED SERVICES CO INC (AMEX-N); ROSENBLUTH INC (ROSE-N); ROSENBLUTH INT INC (ROSE-N)

Inventor: O'BRIEN D B; OBRIEN D B

Patent Family ( 17 patents, 62 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 1995026007	A1	19950928	WO 1995US1406	A	19950203	199544	B
AU 199517414	A	19951009	AU 199517414	A	19950203	199603	E
ZA 199502334	A	19960327	ZA 19952334	A	19950322	199619	E
SG 28227	A1	19960401	SG 1995131	A	19950322	199633	E
EP 752138	A1	19970108	EP 1995909456	A	19950203	199707	E
			WO 1995US1406	A	19950203		
BR 199507117	A	19970902	BR 19957117	A	19950203	199741	E
			WO 1995US1406	A	19950203		
HU 75474	T	19970528	WO 1995US1406	A	19950203	199805	E
			HU 19962499	A	19950203		
JP 9511596	W	19971118	JP 1995524629	A	19950203	199805	E
			WO 1995US1406	A	19950203		
CZ 199602791	A3	19971217	WO 1995US1406	A	19950203	199807	E
			CZ 19962791	A	19950203		
NZ 281089	A	19971219	NZ 281089	A	19950203	199807	E
			WO 1995US1406	A	19950203		
AU 690220	B	19980423	AU 199517414	A	19950203	199828	E
US 5832453	A	19981103	US 1994215991	A	19940322	199851	E
MX 199604260	A1	19971201	MX 19964260	A	19960923	199936	E
CA 2186113	C	20000111	CA 2186113	A	19950203	200023	E
			WO 1995US1406	A	19950203		
CN 1144570	A	19970305	CN 1995192197	A	19950203	200064	E
RU 2175776	C2	20011110	WO 1995US1406	A	19950203	200208	E
			RU 1996119924	A	19950203		
MX 220462	B	20040519	WO 1995US1406	A	19950203	200501	E
			MX 19964260	A	19960923		

#### Abstract:

organisation which purchases travel trips for a number of travellers for a number of travel links served by at least one carrier involves using a **data** input device (54) for **receiving** travel **information** relating to the carriers and the links, a **data** memory (34) for storing the **received** travel **information**, a processor (32) and a **data** output (38)... constraints are applied to the objective function via the processor (32) to determine a solution of the objective function that satisfies the constraints and that **minimises** the travel **costs** of the **organisation**. A **report** is **generated** which represents the solution via the **data output** terminal... A computer system (10) and a method for determining a travel scheme **minimizing** travel **costs** for an **organization**, where the **organization expects** to purchase **travel** trips for a plurality of travelers for a plurality of travel links served by at least one carrier. The system comprises a **data** input device (54) for **receiving** travel **information** relating to the **carriers** and the links, a **data** storage device (34) for storing the **received** travel **information**, a **processor** (32) and a **data** output device (38). **From** the travel information, an objective function representing a travel cost for the travel trips and a set of constraints comprising restrictions relating to the function are constructed. A solution to the function is determined that satisfies the constraints and minimizes the travel cost. A **report** is **generated** by the **data output** device. ... ..

**Claims:**

In a computer system having a data input device, a data storage device, and a processor, a method for determining a travel scheme for **minimizing travel costs for an organization**, where **the organization** expects to purchase travel trips for a plurality of travelers for a plurality of predetermined travel links, each travel link comprising a travel origin and a travel destination, each travel link being served by at least one of a plurality of travel carriers, the method comprising the steps of: **obtaining travel information** relating to the **carriers** and the links via the **data** input device; storing **the** travel information via the **data** storage device; **constructing** an objective function from the travel information **via** the processor, the objective function representing a travel cost to the organization to purchase travel trips for the plurality of travelers for the plurality of... .. function; applying the constraints to the objective function via the processor to determine a solution of the objective function that satisfies the constraints and that **minimizes the travel costs** of the **organization**; and applying the solution as **the** travel scheme **for minimizing travel costs** by purchasing travel trips in accordance with the solution.

17/3,K/12 (Item 12 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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**Artificially intelligent traffic modelling and prediction system for lift system - optimises elevator group function by allocating hall calls to cars serving calls, regarding combination and weighting function profile from preset set of requirements using microprocessor**

Patent Assignee: INVENTIO AG (INVN)

Inventor: ROBERTSON E

Patent Family ( 8 patents, 8 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
EP 565864	A1	19931020	EP 1993103914	A	19930311	199342	B
FI 199301699	A	19931017	FI 19931699	A	19930415	199402	E
US 5354957	A	19941011	US 199349091	A	19930416	199440	E
GB 2266602	B	19950927	GB 19928466	A	19920416	199542	E
EP 565864	B1	19960522	EP 1993103914	A	19930311	199625	E
DE 69302745	E	19960627	DE 69302745	A	19930311	199631	E
			EP 1993103914	A	19930311		
JP 3379983	B2	20030224	JP 199390278	A	19930416	200317	E
FI 112788	B1	20040115	FI 19931699	A	19930415	200407	E

**Abstract:**

at their inputs and arrival rates or car call distributions at their outputs. The neural networks (NN1,NN2,NN3) then adjust their internal structure to **make historic** predictions on **data of** the last day and realtime predictions on data of the last 10 minutes which are both combined in the combination circuit (11) to give optimum... .. 8) represent the number of passengers behind a hall call with the same intended destination. The traffic predictions are used separately or in combination, by **group control** to improve **cost computation** and car allocation, thereby **reducing the** travelling and waiting times of current and future passengers... .. plurality of neural network modules to model, learn and predict passenger arrival rates and passenger destination probabilities. The models learn the traffic occurring in a **building** by inputting **to** the neural networks traffic **data** previously stored. **The** neural networks then adjust their internal structure to **make** historic predictions **based on data of the previous** day and real time predictions based on data of the last ten minutes. The predictions of arrival rates are combined to provide optimum predictions. From... .. representing the number of passengers with the same intended destination for each hall call. The traffic predictions are used separately or in combination by a **group** control to **improve** operating **cost** computations and **car** allocation, thereby **reducing the** travelling **and** waiting times of current and future passengers. ...

**Claims:**

having the lowest operating costs, the system comprising: a traffic data storage means for long-term and short-term storage of traffic data, said traffic **data** storage means having an **input** for **receiving** current traffic **data from** an elevator group control and having outputs; a plurality of neural network modules for **modeling**, learning and predicting traffic by neural **network** techniques, said **modules** each having an input connected to one of said traffic data storage means outputs and having an output, said modules modeling and predicting traffic by representing at least one characteristic of predicted traffic for a predetermined longer time period **and** for a predetermined **shorter** time period and **generating** historic traffic predictions of said predicted traffic on the basis of historic **data** and **generating** real-time traffic predictions of said predicted traffic on the **basis** of recent **data**; a combination circuit having a pair of inputs connected **to** said **outputs** of two of said modules for **receiving** and combining said historic traffic predictions **and** said real-time traffic predictions into an optimum traffic prediction **generated at an output**; and a memory matrix having an input connected to said combination circuit output and another input connected to said **output** of another **one** of said **modules**; said memory matrix having a plurality of data storage locations for storing data entries representing predictions for another characteristic of said predicted traffic. Basic Derwent Week: **199342**

19/3,K/9 (Item 9 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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**Electronic payment system for use with public transport - is based on plastic smart card with value debited at each use and identifies of user, bank and payment network stored**

Patent Assignee: URBA 2000 (URBA-N); VIE F (VIEF-I)

Inventor: VIE F

Patent Family ( 8 patents, 15 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
EP 380377	A	19900801	EP 1990400015	A	19900103	199039	B
AU 199048717	A	19900802				199040	E
CA 2007335	A	19900725				199041	E
FR 2642202	A	19900727	FR 1989880	A	19890125	199043	E
EP 380377	B1	19941012	EP 1990400015	A	19900103	199439	E
DE 69013180	E	19941117	DE 69013180	A	19900103	199445	E
			EP 1990400015	A	19900103		
ES 2066159	T3	19950301	EP 1990400015	A	19900103	199515	E
CA 2007335	C	20000516	CA 2007335	A	19900108	200038	E

**Abstract:**

ADVANTAGE - Allows travellers to make single electronic payment to cover journeys involving one or more transport **companies** or services. It automatically handles all permutations of **fare reductions** and special offers. @(18pp Dwg.No.3/8)@

**Claims:**

zone (509, 509') for storing at least one ticket which is invalidated on taking the corresponding trip; and

- incorporated processor means (22) for providing selective **access** to and for managing the **information** contained in said memory; and possibly:
- a second set of cards (10), said cards being prepaid anonymous cards and each comprising:
- a memory (11) including... a zone (107) for storing at least one ticket which is invalidated when the corresponding trip is taken; and
- incorporated processor means for providing selective **access** to and for managing the **information** contained in said memory; and



- a set of card-reading machines (30) associated with each transport means or service; said system being characterized in that... .. Basic Derwent Week: **199039**...

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19/3,K/11 (Item 11 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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**Digital multi-customer data interface system - has main processor and protocol controller with common formatting circuit for groups of customer lines**

Patent Assignee: AMERICAN TELEPHONE & TELEGRAPH CO (AMTT)

Inventor: CHU J; HINCH M G; JOHNSON J M; KAFKA H J; STELTE D J

Patent Family ( 7 patents, 6 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 1984004012	A	19841011	WO 1984US276	A	19840227	198442	B
EP 139687	A	19850508	EP 1984901271	A	19840227	198519	E
JP 60500986	W	19850627	JP 1984501256	A	19840227	198532	E
US 4577314	A	19860318	US 1983481057	A	19830331	198614	E
CA 1218476	A	19870224				198713	E
EP 139687	B	19870819	EP 1984901271	A	19840227	198733	E
DE 3465561	G	19870924				198739	E

**Abstract:**

area data transport system that provides data communication services such as interactive video text service. Use of a common formatter circuit for a number of **groups** of customer lines **reduces** the **cost**, power consumption and complexity. **Equivalent Alerting Abstract** ...circuit handles communication of all control and status information between the main processor and the customer line units. A control buffer periodically transmits the control **information received** from the main processor to all of the units and **receives** back from them status **information** which is stored for later use by the processor... switching network (107) of a local area data service system (108) that provides data communication services such as interactive video text service between data service **vendors** and customers. The digital **multi**-customer interface utilizes a main processor (225), control circuit (208), and multicustomer protocol controller (230) to implement the protocol functions for the communication of packets... .. circuit handles communication of all control and status information between the main processor and the customer line units. The control buffer periodically transmits the control **information received** from the main processor to all of the customer units and **receives** back from them status **information** which is stored for later use by the main processor... .. main packet switching network of a local area data transport system that provides data communication services such as interactive video text service between data service **vendors** and customers. The digital **multi**-customer interface utilizes a main processor, control circuit, and multi-customer protocol controller to implement the protocol functions for the communication of packets and control... .. Basic Derwent Week: **198442**

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19/3,K/13 (Item 13 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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**Inter-modal railcar for carrying road cargo containers - has reduced vertical and lateral profile and incorporates articulated connection at either end**

Patent Assignee: YOUNGSTOWN STEEL DOOR CO (YOUN)

Inventor: JWUC K J

Patent Family ( 3 patents, 3 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
ZA 198200060	A	19830706				198343	B
US 4452147	A	19840605	US 1981242516	A	19810310	198425	E
CA 1192087	A	19850820				198538	E

#### Abstract:

The intermodal railway car incorporates an articulated connection that can be arranged on either end so as to permit the joining of the cars into **groups** of two or more. This significantly reduces the overall production **costs** while **obtaining** and maintaining the benefits of versatility for the carrying of highway vehicle trailers or containers... of transporting such goods to the marketplace. The intermodal railway car 100 is designed with a reduced profile vertically and laterally to allow clearance of **Association of American Railroads** clearance diagram-plae "B". Furthermore, the car is designed to **minimize cost in** terms of the use of standard railway trucks 108 to support more than one intermodal railway car 100 thereby reducing the number of trucks 108... can be arranged on either end of the intermodal railway car 100 so as to permit the joining of such intermodal railway cars 100 into **groups** of two or more so as to significantly **reduce the** overall production **costs thereof** while **obtaining and** maintaining the substantial benefits of versatility for the carrying of highway vehicle trailers or containers. Basic Derwent Week: **198343**

30/3,K/3 (Item 3 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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#### Travel reservation and information planning system - uses personal computer to select travel based on answers to Where?, What?, When? and How?

Patent Assignee: DELORME PUBLISHING CO (DELO-N); DELORME PUBLISHING CO INC (DELO-N)

Inventor: DELORME D M; FERGUSON T A; GRAY K A

Patent Family ( 3 patents, 21 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 1998035311	A1	19980813	WO 1998US1823	A	19980130	199838	B
US 5948040	A	19990907	US 1994265327	A	19940624	199943	E
			US 1995381214	A	19950131		
			US 1995521828	A	19950831		
			US 1996661600	A	19960611		
			US 1997797471	A	19970206		
CA 2279191	C	20030603	CA 2279191	A	19980130	200344	E
			WO 1998US1823	A	19980130		

#### Abstract:

The computerised system (203) **generates** a "map ticket" **output** in various media, for the guidance and transactions enroute. The travel plan **output** (227) includes related maps, **building** layouts, **itineraries**, topical information, and/or travel transactions or arrangements. The system comprises a retail user input (205) which includes planning enquiries formulated using variable query sequences... Computerized travel reservation information and planning system that **generates** "map ticket" output **in various** media, **for** guidance **and** transactions **en route**. Such **print** or **electronic** documents can include bar or alphanumeric codes for automated recognition and/or access. WHERE?, WHO/WHAT?, WHEN? and HOW? menus enable flexible user inquiries **accessing** selectable geographic, topical, **temporal** and transactional **data** records and relational **processing**. Sub-menus provide further capabilities: e.g. routing, topical searching; searches of events calendars, almanacs, appointment books, related itinerary scheduling; trip budgeting issues, plus travel arrangement availabilities or other goods/services offers. Online communications links **access** updated or supplemental

**information** on places, times, **topics** and other provider goods/service offers. Online computer-aided routing system enables input of selectable travel origin, destination, and waypoints to **compute** travel routes, available **transportation** services, **costs**, options, and schedules. A point-of-interest database lets users pick types of attractions or accommodations within a user-selected region around routes of travel. Users engage in an... .. alternate routes, selecting point of interest parameters, comparing times and costs of transportation options, in order to achieve a satisfactory travel plan. The system provides **printed** or electronic **output that** may include **any one or more of text itinerary, ordered** set of **travel** maps, customized collection of information on points of interest information and a selected array of valid reservation confirmations, tickets and/or discount coupons coded with... .. Computerized travel reservation information and planning system (203) that **generates** "map ticket" **output** in various media, for guidance **and** transactions enroute. **Such travel plan output** (227) includes related maps, **building** layouts, **itineraries**, topical **information** and/or travel transactions **or** arrangements **such** as transport, lodging or performance tickets, hotel, meal or car rental reservations and other goods/services offers, or price discount or extra service coupons. WHERE, WHO/WHAT, WHEN and HOW input menus enable flexible user inquiries accessing selectable geographic (221), topical (213), temporal (223) and **transactional** (217) **data** records and relational processing. Sub-menus provide further capabilities: e.g. computer routing, topical searching and explorations; browsing or software searches of events calendars, almanacs, appointment books, plus related itinerary shaping/scheduling tasks; trip cost accounting and budgeting issues, plus travel arrangement availabilities **or** other goods/services offers. Online communications links **access** (231) updated or supplemental **information** on places, times, **topics**. >...

**Claims:**

**or any combination thereof;d. one or more subsystems couplable to said TRIPS database and constructed to process said one or more inputs from said TRIPS user and to calculate one or more outputs responsive to said one or more inputs, wherein said one or more outputs include information on options or a range of options corresponding to said...**

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30/3,K/6 (Item 6 from file: 350)  
DIALOG(R)File 350: Derwent WPIX  
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**System for pricing telecommunication call, originating in network - uses database of network customers and call tariffs, processing data from call record together with relevant database details**

Patent Assignee: BRITISH TELECOM PLC (BRTE)

Inventor: CROOKES J; CROOKES J S; CROOKES J S J; GORDON D; GORDON D R; SMYTON S A

Patent Family ( 15 patents, 25 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 1995024093	A1	19950908	WO 1995GB422	A	19950228	199541	B
AU 199518174	A	19950918	AU 199518174	A	19950228	199551	E
FI 199603363	A	19960829	WO 1995GB422	A	19950228	199646	E
			FI 19963363	A	19960829		
NO 199603656	A	19960902	WO 1995GB422	A	19950228	199647	E
			NO 19963656	A	19960902		
EP 748557	A1	19961218	EP 1995909868	A	19950228	199704	E
			WO 1995GB422	A	19950228		
NZ 281277	A	19970129	NZ 281277	A	19950228	199711	E
			WO 1995GB422	A	19950228		
AU 679844	B	19970710	AU 199518174	A	19950228	199736	E
JP 9511366	W	19971111	JP 1995522753	A	19950228	199804	E
			WO 1995GB422	A	19950228		
KR 1997701965	A	19970412	WO 1995GB422	A	19950228	199817	E
			KR 1996704831	A	19960830		
EP 748557	B1	19980805	EP 1995909868	A	19950228	199835	E
			WO 1995GB422	A	19950228		
US 5790643	A	19980804	US 1994279641	A	19940725	199838	E
			WO 1995GB422	A	19950228		
			US 1996553419	A	19960129		
DE 69503882	E	19980910	DE 69503882	A	19950228	199842	E
			EP 1995909868	A	19950228		
			WO 1995GB422	A	19950228		
ES 2120183	T3	19981016	EP 1995909868	A	19950228	199849	E
CA 2183342	C	19991012	CA 2183342	A	19950228	200008	E
			WO 1995GB422	A	19950228		
CN 1143438	A	19970219	CN 1995191929	A	19950228	200059	E

#### Abstract:

the network, a database (14) which contains the locations of the individual numbers, details of routes between the numbers and a set of tariffs for **pricing** calls, a processor (16) which **receives** call records from **the** local exchange (10) and **data** from the databases (12) and (14) and uses the call records and data to price calls, and a store (18) for storing details of the priced calls. In order to **price** a typical call, **the** processor (16) **evaluates** a factor relating to the type of service used in the call, a factor relating to the type of customer, a factor relating to the locations of the calling... .. of the network, a database which contains the locations of the individual numbers, details of routes between the numbers and a set of tariffs for **pricing** calls, a processor which **receives** call records from **the** local exchange and **data** from the databases and uses the call records and data to price calls, and a store for storing details of the **priced** calls. In order to **price** a typical call, **the** processor **evaluates** a factor **relating** to the type of service **used** in the call, a factor relating to the type of customer, a factor relating to the locations of the calling and called number in the... ..

#### Claims:

local exchange (10) where each call is recorded, and a database (12) contg. details of network

customers. A second database (14) contains details of subscriber **number** locations, **routes** between such locations, and a set of call-pricing tariffs... 1. A method of pricing a call originating in a telecommunications network comprising the steps of: **retrieving a record** of the call from a point (10) located in the telecommunications network; **and** processing **data** from the call record to **price** the call; characterised in that said **data** processing step **comprises** the steps of: **finding a factor** (the service factor) (SF) relating to **the** type of service used in the call **by** processing **data** contained in the call record; **finding a factor** (the customer factor) (CustF) relating to the type **of** customer **making** the call; **finding a factor** (the network factor) (NF) relating to the location of the calling number and the called number; finding a factor (the calendar factor) (CF) relating to... call originating in a telecommunications network, said system comprising: a telecommunications point located in the network for providing a call record for each call; means **for finding** a service factor relating to the type of service used in a call by processing data contained in the call record for the call; means for finding a customer factor relating to the type of customer making a call; means for **finding** a network factor relating to **the** locations of the calling number and the called number for a call; means for finding a calendar factor relating to the day of a call...

30/3,K/10 (Item 10 from file: 350)  
 DIALOG(R)File 350: Derwent WPIX  
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**Computer reservation system with travel itenary ranking - uses remote base containing flight and fare data accessed and sorted according to predetermined travel policy**

Patent Assignee: SYSTEMONE HOLDINGS (SYST-N)  
 Inventor: AHLSTROM M L; KELLER B A; STORCH R S

Patent Family ( 2 patents, 2 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 4862357	A	19890829	US 19878223	A	19870128	198944	B
			US 1988273657	A	19881118		
CA 1276301	C	19901113				199051	E

**Abstract:**

The system includes a remote data base containing flight **schedule**, **fare**, and **fare** limitations information is accessed from a local computer terminal. The information retrieved is sorted and scored in accordance with a predetermined travel policy stored in the local computer memory, and as applied to a proposed travel **itinerary**. A ranked list of applicable flights is merged into a single **display**.... A remote data base containing flight **schedule**, **fare**, and **fare** limitations information is accessed from a local computer terminal. The information retrieved is sorted and scored in accordance with a predetermined travel policy stored in the local computer memory, and as applied to a proposed travel **itinerary**. A ranked list of applicable flights is merged into a single **display**.

**Claims:**

A system for providing a **plurality** of alternative travel **itineraries** ranked in order of preference in accordance with previously stored travel policy data, comprising: means for **accessing a data** base comprising travel **data** including separately maintained travel schedule data items, fare data items, and fare limitation information, said travel schedule data items including **arrival** and **departure** information; means for processing said travel data including-- means for merging selected ones of said travel schedule data items with applicable ones of said fare data items to create a plurality of schedule/fare data items; means for **evaluating** each schedule/**fare** data item in accordance with said fare limitations information to provide said **plurality** of alternative travel **itineraries**; means for scoring individual ones of said alternative travel itineraries with a relative score in accordance with said travel policy; and means for **displaying** said alternative travel **itineraries** as scored in accordance with said travel policy. **Basic Derwent Week: 198944**

30/3,K/17 (Item 17 from file: 347)  
 DIALOG(R)File 347: JAPIO

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# **COMMUTER TICKET PURCHASE DATA GENERATING DEVICE**

**Pub. No.:** 02-310795 [JP 2310795 A ]

**Published:** December 26, 1990 (**19901226**)

**Inventor:** TERAUCHI TOSHIO

MATSUI OSAMU

**Applicant:** NEC SOFTWARE KANSAI LTD [490843] (A Japanese Company or Corporation), JP (Japan)

**Application No.:** 01-133632 [JP 89133632]

**Filed:** May 26, 1989 (19890526)

**Journal:** Section: P, Section No. 1178, Vol. 15, No. 103, Pg. 40, March 12, 1991 (19910312)

**Published:** **19901226**)

## **ABSTRACT:**

**PURPOSE:** To remarkably reduce time and labor by inputting the content of a commutation route ledger as comutation route **data**, and **retrieving** a commuter ticket charge in each line and block from a commuter ticket charge table... ..data from a commutation route data file 1, a commutation route data update means 8 to update inputted commutation route data, and a commuter ticket **charge calculation** means 3 to **calculate** the commuter ticket **charge** from the commutation route date inputted from the commutation route data input means 2. Also, it is comprised by including the commuter ticket charge table... ..ticket charge information in a certain line or block is stored, a commuter ticket charge table reference means 5 to refer to the commuter ticket **charge** table 4 with the instruction of the commuter ticket **charge calculation** means 3, a commuter ticket purchase data input means 6 to output commuter ticket purchase data, and a commuter ticket purchase data file 7 in which outputted commuter ticket purchase data is stored. Then, the charge of the commuter ticket on a commutation **route** extending over **plural** lines can be calculated. Thereby, time and labor can be reduced. Di01

37/3,K/1 (Item 1 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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**Airline computerised reservation accessing system - has sensor that senses data request from workstation for CRS information that is likely to be larger than maximum response size and produce first signal indicative that such data request has been received**

Patent Assignee: TRAVELNET INC (TRAV-N)

Inventor: DE LA TORRE D L; LEUNG K M; MORRIS K A; PASELA G E; SHOOLERY J R

Patent Family ( 1 patents, 1 countries )

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 5570283	A	19961029	US 1994342348	A	19941118	199649	B

## **Abstract:**

The system includes workstations for inputs by unskilled persons. Inputs from the workstations are translated into computerised reservation system (CRS) **communication** code. The **communication** code are translated from the **CRS** into outputs to the workstations. A **communication** device **connects** the server device to the **CRS**. A sensing device senses a data request from the workstation for CRS information that is likely to be larger than the maximum response size and produce a first signal indicative that such a **data** request has been **received**. The different portions of the CRS **information** are re-assembled into the requested output for the workstation... ..ADVANTAGE - Allows travellers to electronically **access** airline inventory to **obtain** flight **schedules** very quickly in user friendly environment. Enables agents to make booking in assisted, simplified and consistent manner. A system for controlling travel primarily in a **corporate** environment that interconnects **travelers**, travel agents and airline **CRSs** so that a **traveler** can **communicate** with the **CRS** with a user **friendly** GUI to **obtain** **schedule information** and **transfer** **such to** a travel agent, the travel agent can use the selected schedule information for ticketing and to assure the lowest **cost** while the entire **trip** information is stored locally for management control. The system includes multiple **connects** to the **CRS** to overcome data **transfer** limitations specific to airline **CRSs**.

**Claims:**

**We claim:**A system to allow rapid access to at least one airline computerized reservation system (CRS) by unskilled persons, the CRS having a generally fixed maximum response size per data request, said system including:

a plurality of workstations for inputs by unskilled persons and outputs thereto;

server means connected to said workstations;

means to translate inputs from said workstations into CRS communication code;

means to translate communication code from the CRS into outputs to said workstations;

communication means for connecting said server means to the CRS including:

a plurality of logical connections;

sensing means to sense a data request from a said workstation for CRS information that is likely to be larger than the maximum response size and produce a first signal indicative that such a data request has been received;

means responsive to said first signal to increase the number of said logical connections providing outputs to said workstation;

means to request the CRS information across said increased number of said logical connections so that the CRS responds to each logical connection with a different portion of the requested CRS information; and

means to reassemble the different portions of the CRS information into the requested output for said workstation, thereby increasing the response time of said system to the data request.**Basic Derwent Week: 199649**

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37/3,K/2 (Item 2 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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**Computerised travel planning system including traveller communication - provides details of itinerary to individual members of sponsored group when requested via terminal on data network after processing travel request**

Patent Assignee: GARBACK B J (GARB-I)

Inventor: GARBACK B J

Patent Family ( 4 patents, 19 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 1993010502	A1	19930527	WO 1992US9536	A	19921103	199322	B
US 5237499	A	19930817	US 1991790351	A	19911112	199334	E
AU 199230662	A	19930615	AU 199230662	A	19921103	199340	E
CA 2123230	C	20020108	CA 2123230	A	19921103	200206	E
			WO 1992US9536	A	19921103		

**Abstract:**

planning system (10) includes a database containing a venue file (14), a group member file (16), a travel policy file (18), containing information on preselected **vendors** of **various** travel services and a **city** code file (D) containing codes corresponding to a **number** of **city airport** locations... **Data** is entered and information **displayed** to an individual group member making a travel request via terminal (22). A central processing unit is in **communication** with the data base and with a **number** of **airline computerised reservation systems** (28). The central processing unit is programmed to select an individual group member itinerary including airline flight, hotel accommodation and rental car services... including information regarding the specific venue, a group member file for each individual member of the group, a travel policy file containing information on preselected **vendors** of **various** travel **services**, and a **city** code file containing **codes** corresponding to a **plurality** of **city airport locations**. **Data is entered** and **information displayed** to an individual **group** member **making** a travel request via a terminal, such as a personal computer. A central processing unit is in **communication** with the data **base** and with a **plurality** of **airline CRS systems**. The **CPU** is

programmed to select an individual group member itinerary for the specific venue which includes specific airline flights, and if necessary, specific hotel accommodations and specific... ..

#### Claims:

smoking arrangements; a travel policy file containing information on negotiated fares on preselected airline carriers, preselected room accommodation providers, and preselected ground accommodation providers; a **city** code **file** containing codes corresponding to a **plurality** of **city airport locations**; **and** a central processing unit in communication with: said venue file; said group member file; said code file; said travel policy file; a terminal including means for entry of data corresponding to said individual member's travel request for said specific venue; and with a **plurality** of **airline** computerized **reservation** systems, and responsive to date entered on said terminal for: selecting an individual group member itinerary in accordance with said entered data for said specific venue including specific airline flights, specific hotel accommodations, and specific ground transportation; booking said member **itinerary** through **one** of said plurality of **airline** computerized **reservation** systems; and **displaying** said **member itinerary** on said terminal. The system of claim 1 wherein the central processing unit is further programmed to: select a provisional airline flight **itinerary** in response to said individual member's travel request **data** and to **information retrieved** from said venue file and said travel policy file; interrogate said **plurality** of **airline computerized reservation systems** for applicable **fares** of airline flights comparable to the flights contained in said temporary airline **itinerary**; **compare** said applicable **fares** with said negotiated fares from said travel policy file; select the **lower** of said applicable **fares** and said negotiated fares; and **book** specific airline flights for said member **itinerary** based on said selected lower fare.

37/3,K/6 (Item 6 from file: 350)

DIALOG(R)File 350: Derwent WPIX

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#### Trip planner optimising travel itinerary selection - has pre-stored reasonableness standards with satisfactory check on whether connecting flight distance exceeds ratio of possible direct flight

Patent Assignee: TAVELMATION CORP (TRAV-N)

Inventor: KANGAS S E; WEBBER D W

Patent Family ( 1 patents, 1 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 5021953	A	19910604	US 1988142843	A	19880106	199125	B
			US 1990492260	A	19900312		

#### Abstract:

The travel planner system automatically constructs **itineraries** with available seats for a traveler's trip request which conform to pre-stored reasonableness standards which includes a satisfactory check on whether a connecting flight distance exceeds that of a possible direct flight by a preset distance or ratio. The system finds the **fares** in a process which includes construction sum-of-segments **fares** for each such **itinerary** which are valid under all the applicable airline tariffs and rules... ..The system finds **itinerary-with-fare** combinations acceptable in terms of **cost** and convenience to the traveler in accordance with an individualised travel policy of the traveler, and **displays** at least some of the **itineraries** by departure or arrival time... A travel planner system automatically constructs **itineraries** with available seats for a traveler's trip request which conform to pre-stored reasonableness standards which includes a satisfactory check on whether a connecting flight distance exceeds that of a possible direct flight by a preset distance or ratio. The system finds the **fares** in a process which includes constructing sum-of-segments **fares** for each such **itinerary** which are valid under all the applicable airline tariffs and rules, finds **itinerary-with-fare** combinations acceptable in terms of **cost** and convenience to the traveler in accordance with an individualized travel policy of the traveller, and **displays** at least some of the **itineraries** by departure or arrival time.



**Claims:**

a processor coupled to said entry and communication devices and comprising means responsive to said trip request to interrogate said tariff file and said rules file and said traveler file and to automatically communicate as needed with the airline **booking system** through said communication device, said processor further comprising means for: 1. using the tariff file to find candidate flights and construct direct and connecting **itineraries** for said trip which conform to said reasonableness standards; 2. using the communications device to find seat availability on said candidate flights and eliminating those candidate flights which have no available seats and any connecting itineraries using those flights; 3. using the tariff file and the rules file to find fares, including constructing sum-of-segments **fares**, for each remaining **itinerary** which are both valid and conform to the trip request; 4. using the traveler file for said traveler to find the itinerary-with-**fare** combination which gives an optimized combination of **low fare** and of convenience; 5. using the traveler file to eliminate itinerary-with-**fare** combinations which do not comply with the traveler record and the applicable policy record for reasons of cost and/or convenience relative to said optimized itinerary-with-fare combination, to thereby leave one or more **itinerary-with-fare** combinations which are valid and conform to said traveler file; and 6. **displaying** at least some of the remaining **itinerary-with-fare** combinations arranged by **departure** or **arrival**. Basic Derwent Week: **199125**

16/3K/3 (Item 2 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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**COMPUTER SYSTEM AND METHOD FOR DETERMINING A TRAVEL SCHEME MINIMIZING TRAVEL COSTS FOR AN ORGANIZATION****Patent Applicant/Patent Assignee:**

- **ROSENBLUTH INTERNATIONAL INC; ; ;**

	Country	Number	Kind	Date
Patent	WO	9526007	A1	19950928
Application	WO	95US1406		19950203
Priorities	US	94991		19940322

**English Abstract:**

A computer system (10) and a method for determining a travel scheme **minimizing travel costs** for an **organization**, where the **organization** expects to purchase travel trips for a plurality of travelers for a plurality of travel links served by at least one carrier. The system comprises a **data** input device (54) for **receiving travel information** relating to the carriers and the links, a **data** storage device (34) for storing the **received travel information**, a processor (32) and a **data** output device (38). From the travel information, an objective function representing a travel cost for the travel trips and a set of constraints comprising restrictions relating to the function are constructed. A solution to the function is determined that satisfies the constraints and minimizes the travel cost. A **report** is **generated** by the **data output** device.

**Detailed Description:****Summary of the Invention**

The present invention is directed to a computer system and a method for determining a travel scheme for **minimizing travel costs** for an **organization**, where the **organization** expects to purchase travel trips for a plurality of travelers for a plurality of predetermined travel links.

Each travel link comprises a travel origin and a travel destination, and is served by at least one of a

plurality of travel carriers. The system comprises a **data** input device for **receiving** travel **information** relating to the carriers and the links, a data storage device for storing the travel information received by the data input device, a processor, and a **data output** device. The system **constructs** an objective function and a set of constraints from the travel information.

**Claims:**

having a data input device, a data storage device, a processor, and a data output device, a method for determining a travel scheme for **minimizing travel costs** for an **organization**, where the **organization** expects to purchase travel trips for a plurality of travelers for a plurality of predetermined travel links, each travel link comprising a travel origin and a travel destination, each travel link being served by at least one of a plurality of travel carriers, the method comprising the steps of: **obtaining** travel **information** relating to the carriers and the links via the data input device; storing the travel information via the **data** storage device; **constructing** an objective function from the travel information via the processor, the objective function representing a travel cost to the organization to purchase travel trips for... function; applying the constraints to the objective function via the processor to determine a solution of the objective function that satisfies the constraints and that **minimizes** the travel **costs** of the **organization**; and **generating a report** representative of the solution via the data output device.

2 The computer system of claim 1 wherein the obtaining travel **information** step comprises the steps of: **obtaining** travel **cost information** for each link for each carrier serving the link; **obtaining** demand and supply **information** pertaining to a projected demand for each link and a projected supply for each carrier; and obtaining carrier goal information pertaining to any predetermined... to the objective function; applying the constraints to the objective function to determine a solution of the objective function that satisfies the constraints and that **minimizes** the travel **costs** of the **organization**; and **generating a report** representative of the solution.

19 The method of claim 18 wherein the obtaining travel information step comprises the steps of: **obtaining** travel **cost information** for each link for each carrier serving the link; **obtaining** demand and supply **information** pertaining to a projected demand for each link and a projected supply for each carrier; and obtaining carrier goal information pertaining to any predetermined goal... employing linear programming to apply the constraints to the objective function to determine the solution.

35 A computer system for determining a travel scheme for **minimizing** travel **costs** for an **organization**, where the **organization** expects to purchase travel trips for a plurality of travelers for a plurality of predetermined travel links, each travel link comprising a travel origin and a travel destination, each travel link being served by at least one of a plurality of travel carriers, the system comprising: **data** input device for **receiving** travel **information** relating to the carriers and the links; data storage device for storing the travel information received by the data input device; a programmed processor for constructing an objective function from the travel information, the objective function representing a travel cost to the organization to purchase travel trips for the plurality of ...

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18/3K/11 (Item 11 from file: 348)

DIALOG(R) File 348: EUROPEAN PATENTS

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**Calling center employing unified control system**

**Patent Assignee:**

- **INTERVOICE, INC.**; (1549290)  
17811 Waterview Parkway; Dallas, Texas 75252; (US)  
(Proprietor designated states: all)

**Inventor:**

- **Hammond, Daniel D.**  
17623 Cedar Creek Canyon, Dallas; Dallas, Texas 75252; (US)

**Legal Representative:**

- **Howick, Nicholas Keith (45951)**  
CARPMAELS & RANSFORD 43 Bloomsbury Square; London WC1A 2RA; (GB)

	Country	Number	Kind	Date	
Patent	EP	611083	A1	19940817	(Basic)
	EP	611083	B1	19990901	
Application	EP	94300721		19940201	
Priorities	US	16740		19930211	

**Specification:**

above. That unified system is capable of interfacing with a telephone exchange via an integrated call-processing partition. Since the mid-1970s, more and more **companies** have taken advantage of interactive voice response ("IVR") systems to automate, and thereby **reduce** the **cost** of, providing information to their customers, employees and others. IVR is actually an extension of audio text systems. An IVR system allows callers to **access** computer-resident **data** such as account balances or stock prices through a standard telephone. The IVR system allows the caller to query for data using touch-tone signals...

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18/3K/20 (Item 20 from file: 348)

DIALOG(R)File 348: EUROPEAN PATENTS

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**A predictive access-controll and routing system for integrated services telecommunication networks****Patent Assignee:**

- **GTE LABORATORIES INCORPORATED;** (274323)  
1209 Orange Street; Wilmington Delaware 01901; (US)  
(applicant designated states: BE;DE;FR;GB;IT;NL;SE)

**Inventor:**

- **Kheradpir, Shaygan**  
131 Coolidge Avenue Apt. 122; Watertown, MA 02172; (US)

**Legal Representative:**

- **Grunecker, Kinkeldey, Stockmair & Schwanhausser Anwaltssozietat (100721)**  
Maximilianstrasse 58; 80538 Munchen; (DE)

	Country	Number	Kind	Date	
Patent	EP	386607	A2	19900912	(Basic)
	EP	386607	A3	19920902	

	Country	Number	Kind	Date
	EP	386607	B1	19970205
Application	EP	90103904		19900228
Priorities	US	321710		19890310

#### Abstract

epochs, the system, using real-time measurements of source-destination arrival rates (110) and trunk group link occupancies (112), generates predictions of all network trunk **group** occupancy levels for the next epoch (114) as a function of routing and **access** control. It then **minimizes** a projected **cost** function, such as blocking (122, 124), to generate a traffic control policy (128) to be implemented during the next time interval. (see image in original...

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18/3K/44 (Item 44 from file: 349)  
DIALOG(R)File 349: PCT FULLTEXT  
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#### SYSTEM FOR PROMOTING ACCOUNT ACTIVITY

##### Patent Applicant/Patent Assignee:

- **HOFFMAN Frank; ; ;**

	Country	Number	Kind	Date
Patent	WO	9313488	A1	19930708
Application	WO	92US11275		19921229
Priorities	US	92675		19920103

#### Detailed Description:

investment accounts, or may have only a small loss. In most cases the firm will be large with substantial assets, and will be able to **obtain** among the highest **rates** of return available when reinvesting these funds; the rate may be comparable to the rate paid to the investors. Moreover, even if the offering entity incurs a small loss (e,g, one-half percent) through the offering of very attractive return, the **cost** incurred will still be **lower** than many previously used promotional programs used by Visa, MasterCard, airlines, rental car **companies**, etc. Compared to the amount of the customer's purchases, and with a 10% limit on investment as compared to purchases, the loss to the...

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27/3K/9 (Item 9 from file: 348)  
DIALOG(R)File 348: EUROPEAN PATENTS  
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#### Arrangement for and method of updating inventory markings

##### Patent Assignee:

- **SYMBOL TECHNOLOGIES, INC.;** (417665)  
One Symbol Plaza; Holtsville, New York 11742-1300; (US)  
(Proprietor designated states: all)

**Inventor:**

- **Swartz, Jerome**  
19 Crane Neck Road; Old Field, New York 11733; (US)

**Legal Representative:**

- **Maggs, Michael Norman et al (59191)**  
Kilburn & Strode 20 Red Lion Street; London WC1R 4PJ; (GB)

	Country	Number	Kind	Date	
Patent	EP	467015	A2	19920122	(Basic)
	EP	467015	A3	19930630	
	EP	467015	B1	20030528	
Application	EP	91103706		19910311	
Priorities	US	553559		19900716	

**Specification:**

on a real-time basis for the updated information on the respective identified products;

(d) means for printing an updated label (174) containing the updated **information obtained** from the host computer (60) for each identified product in the event that the stored information has been updated; and

(e) means for applying the updated label to the identified product. The invention preferably includes storing information relating to inventory **products** in a **data** base of a host computer, and periodically updating such information relating to the products as circumstances, e.g. **price** increases or **decreases**, warrant. Each of the products is **identified** by electro-optically reading indicia thereon having parts of different light reflectivity. In a preferred embodiment, the indicia are bar code symbols printed on labels...

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27/3K/12 (Item 12 from file: 349)

DIALOG(R)File 349: PCT FULLTEXT

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**TRAVEL MANAGEMENT SYSTEM****Patent Applicant/Patent Assignee:**

- **SYSTEMONE HOLDINGS INC; ; ;**

	Country	Number	Kind	Date
Patent	WO	8907798	A1	19890824
Application	WO	89US684		19890221
Priorities	US	88339		19880222

**Detailed Description:**

flow chart depicting in greater detail the read information step 28 of Fig. 2. Fig. 4 is a flow chart depicting in greater detail the **evaluate fares** step 46 of Fig. 3. Figs. 5a and 5b combine to present is a flow chart depicting in greater detail the **analyze fare** code step 62 of Figure 4. Figs. 6a, 6b, 6c, and- 6d combine to present a flow **chart** depicting in greater detail the **display** results and selection step 30 of Figure 2. Figs. 7a and 7b combine to form a flow chart depicting a maintenance tool for the expert rule base employed by the invention.

**Detailed Description of the Drawings**

Referring to the drawings, a system for **accessing** and processing remotely stored flight travel **data** 10 includes a locally operated computer system 11 having terminal 12,, memory storage disk 13, printer 14, and communications modem 15. Modem 15 is connected...

**Claims:**

with a pattern matching technique,

4 The invention as claimed in claim 1, including the step of periodically updating the expert rulebase by **retrieving fare** limitations **data** from said **fare** limitations **data** files and comparing the rules, of the rule base to the fare limitations **data**.

5 A method for **displaying** a plurality of **scheduled** flight/fare alternatives for the travel segments of a round trip travel **itinerary** comprising the steps of: simultaneously **displaying** at least some of said flight/fare alternatives; visually distinguishing the preferred flight/fare alternative for each travel segment of said travel itinerary from the remaining of said flight/fare alternatives; **determining** which of said remaining flight/fare alternatives are combinable ' with said preferred flight/fare alternatives to **create** a round trip travel **itinerary**; visually distinguishing said combinable remaining flight/fare alternatives from said preferred flight/fare alternatives and the remaining flight/fare alternatives that are not combinable with said preferred flight/fare alternatives. 6e The invention as claimed in claim 5, including the step of **determining** the preferred flight/fare alternative in accordance with a predetermined travel policy.

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27/3K/16 (Item 16 from file: 348)

DIALOG(R) File 348: EUROPEAN PATENTS

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**Flight management system.****Patent Assignee:**

- **HONEYWELL INC.**; (246050)  
Honeywell Plaza; Minneapolis Minnesota 55408; (US)  
(applicant designated states: DE;FR;GB;IT)

**Inventor:**

- **Linden, Sam P.**  
548 W. State Avenue; Phoenix Arizona 85021; (US)

**Legal Representative:**

- **Singleton, Jeffrey et al (35912)**  
Eric Potter & Clarkson St. Mary's Court St. Mary's Gate; Nottingham NG1 1LE; (GB)

	Country	Number	Kind	Date
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	Country	Number	Kind	Date	
Patent	EP	250140	A2	19871223	(Basic)
	EP	250140	A3	19890524	
	EP	250140	B1	19920930	
Application	EP	87305051		19870608	
Priorities	US	875115		19860617	

#### Specification:

100 through 1,000) and sequentially provides values -10, 25 and 150. The block 40 is also implemented to provide the next higher or next **lower** cost index value from the reference set in response to a signal on a line 41. Whether this new trial cost index value is a... ..index value from the block 20 is applied to a speed generator 43. The speed generator 43 is identical to the speed generator 23 of **Figure 1** and in a **manner** similar to the speed **generator** 23 receives the **conventional** simulated inputs, including simulated wind, and speed and acceleration limits from the block 25. The speed generator 43 provides a true airspeed signal corresponding to the input trial **cost index** value in the manner described above with respect to the speed **generator** 23. The airspeed signal **output** of the speed **generator** 43 provides the airspeed input to a predictor 44. The predictor 44 is identical to the predictor 13 of **Figure 1** as described above and **receives** the same conventional **data** inputs **14** that are applied to the predictor 13. For each trial cost index value provided by the block 40, the predictor 44 performs a prediction pass...scheduled arrival time  $T(\text{sub}(S))$  by adding  $T(\text{sub}(E))$  to  $T(\text{sub}(S))$  to provide the AEC critical time points on the line **51**. **Figure 4** illustrates a typical AEC function as described above. The value of **DOC** on the line 47 and the value of AEC on the line 50 are applied to a summing function 52 to provide the sum thereof. The **output** of the summing function 52 is the **total** flight cost corresponding to the trial  $T(\text{sub}(F))$  signal applied on the line 48. **Figure 3** (dashed line) illustrates the total flight **cost** curve for the representative flight discussed above. The  $K(\text{sub}(OPT))$ ,  $T(\text{sub}(OPT))$  generator 10 includes a **search** function block 53 which searches for the **minimum** point on the total flight **cost** curve to provide the optimum flight time  $T(\text{sub}(OPT))$ . The search function 53 **provides** a sequence of trial  $T(\text{sub}(F))$  values on the line 48 and the summing function 52 provides the total flight cost corresponding to the trial  $T(\text{sub}(F))$  flight cost curve is relatively insensitive to change in cost index, and that sensitivity to arrival time is significant only in the vicinity of the **AEC** critical points, such as the scheduled arrival time or connecting flight times. Since these critical points are predefined and utilised in the search procedure, the... .. $T(\text{sub}(OPT))$  which minimises total flight cost from a total flight cost versus flight time curve such as that discussed above with respect to **Figure 3** and (2) Find the corresponding **cost** index from a **cost** index **versus** flight time curve such as that discussed above **with** respect to **Figure 5**. Referring to **Figure 6**, an alternative embodiment for the  $K(\text{sub}(OPT))$ ,  $T(\text{sub}(OPT))$  **generator** 10 is illustrated which **generates** the complete curves to any desired resolution. Like reference numerals represent like components with respect to **Figure 2**. A block 60 provides a sequence of **cost** index values with arbitrary resolution over the full range thereof. The **generator** 10 is activated by the **output** of the OR gate 20 of **Figure 1** as discussed above with respect to **Figure 2**. Each value of K is processed by the speed...

27/3K/18 (Item 18 from file: 348)

DIALOG(R)File 348: EUROPEAN PATENTS

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#### System for centralized processing of accounting and payment functions.

#### Patent Assignee:

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(applicant designated states: CH;DE;FR;GB;LI)

**Inventor:**

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**Legal Representative:**

- **Cook, Anthony John et al (29551)**  
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	Country	Number	Kind	Date	
Patent	EP	209392	A2	19870121	(Basic)
	EP	209392	A3	19880720	
	EP	209392	B1	19920520	
Application	EP	86305535		19860718	
Priorities	US	756420		19850718	

**Specification:**

received. Preferably, verification will include CRC Check to verify message integrity and may include other procedures such as passwords to verify authenticity of the source. **System** 100 then stores the Verified Data in Buffer 102. In response to Scheduler/Auditor 118, Preprocessor 104 retrieves the Verified Data from Buffer 102, reformats ... ..to the system formats and transmits Update Data to the Data Base Manager 106 which stores it in Data Base 110. Output from the system **consists of reports** from **Report Generator** 112. **Report Generator** 112 responds to **Scheduler** /Auditor 118 to periodically examine **Data** Base 110 to **retrieve information** for the **generation of output reports**. These **reports** are **generated** in a format stored in Customer Format Table 114. Table 114 may also store scheduling information for the generation of reports, such as Management Reports...

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35/3K/5 (Item 5 from file: 348)

DIALOG(R)File 348: EUROPEAN PATENTS

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**Airborne computer generated image display systems.****Patent Assignee:**

- **BRITISH AEROSPACE PUBLIC LIMITED COMPANY;** (427892)  
Warwick House, P.O. Box 87, Farnborough Aerospace Centre; Farnborough, Hants. GU14 6YU;  
(GB)  
(applicant designated states: DE;FR;GB;IT;NL;SE)

**Inventor:**



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**Legal Representative:**

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	Country	Number	Kind	Date	
Patent	EP	399670	A2	19901128	(Basic)
	EP	399670	A3	19930407	
Application	EP	90304625		19900427	
Priorities	GB	8912026		19890525	
	GB	9001828		19900126	

**Specification:**

high quality visuals cannot be ignored.

In addition, all-weather takeoff and automatic landing (either stand-alone or augmenting current CAT-3 landing systems) can **reduce** operating **costs** by **minimising** diversion contingencies in two ways:-  
 . **reducing** fuel reserve (dead weight carried throughout the flight),  
 . minimising passenger transportation to final destination.

Also, taxi-ing in bad weather is made possible without assistance: all in all, **airline** scheduling becomes more reliable, **reducing** operating **costs** and improving reputation. Preferably the system is provided with a plurality of aircraft mounted sensors of different types and a **data** fusion processor having inputs connected to **receive** signals from each of the sensors simultaneously and operative to analyse these according to a predetermined statistical algorithm to **produce** at an **output** the second set of signals which may then be the average or most common or most reliable signal of the input signals. The aircraft mounted...

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35/3K/6 (Item 6 from file: 348)

DIALOG(R)File 348: EUROPEAN PATENTS

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**Navigation system and method using map data.**

**Patent Assignee:**

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(applicant designated states: DE;FR;GB)

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- **Hirayama, Yoshikazu**  
467 Tabiko; Katsuta-shi Ibaraki-ken 312; (JP)

- **Homma, Koichi Hakuraku-hausu Nr. 602**  
3-16 Shinoharadai-machi Kouhoku-ku; Yokohama-shi Kanagawa-ken 222; (JP)
- **Kato, Makoto Hitachi-Saginuma-ryo**  
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- **Shibata, Takanori**  
4-15-12 Onuma-cho; Hitachi-shi Ibaraki-ken 316; (JP)
- **Matsuoka, Yoji Murata Apt. Nr. 13**  
1199-5 Senba-cho; Mito-shi Ibaraki-ken 310; (JP)
- **Kagami, Akira Hitachi-Saginuma-ryo**  
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- **Kosaka, Michitaka**  
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**Legal Representative:**

- **Strehl Schubel-Hopf Groening & Partner (100941)**  
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	Country	Number	Kind	Date	
Patent	EP	359287	A2	19900321	(Basic)
	EP	359287	A3	19920122	
	EP	359287	B1	19941214	
Application	EP	89117144		19890915	
Priorities	JP	88229965		19880916	

**Claims:**

step of selecting the estimated vehicular position whose uncertainty is lower among the stored uncertainties, as a typical point, and displaying it on an image **display** device.

30. A navigation method using map **data** as defined in Claim 26, wherein said step of iteratively updating the estimated vehicular position includes a final stage calculation of DP matching between **route data obtained** from the on-board sensor **data** from a running start point till a current time and at least one candidate **route** on the road map data.

31. A navigation method using map data as defined in Claim 26, wherein the step of storing the uncertainties (costs) corresponding to the respective estimated vehicular positions includes the step of storing a cost at DP matching calculation stages of predetermined number on a **minimum cost** route leading to each of the estimated vehicular positions, and the step of subtracting the cost concerning the initial stages of the predetermined number from....

## **Best Hits**

30/3,K/10 (Item 10 from file: 350)  
DIALOG(R)File 350: Derwent WPIX  
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### **Computer reservation system with travel itenary ranking - uses remote base containing flight and fare data accessed and sorted according to predetermined travel policy**

Patent Assignee: SYSTEMONE HOLDINGS (SYST-N)

Inventor: AHLSTROM M L; KELLER B A; STORCH R S

Patent Family ( 2 patents, 2 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 4862357	A	19890829	US 19878223	A	19870128	198944	B
			US 1988273657	A	19881118		
CA 1276301	C	19901113				199051	E

#### **Abstract:**

The system includes a remote data base containing flight **schedule**, **fare**, and **fare** limitations information is accessed from a local computer terminal. The information retrieved is sorted and scored in accordance with a predetermined travel policy stored in the local computer memory, and as applied to a proposed travel **itinerary**. A ranked list of applicable flights is merged into a single **display**.... A remote data base containing flight **schedule**, **fare**, and **fare** limitations information is accessed from a local computer terminal. The information retrieved is sorted and scored in accordance with a predetermined travel policy stored in the local computer memory, and as applied to a proposed travel **itinerary**. A ranked list of applicable flights is merged into a single **display**.

#### **Claims:**

A system for providing a **plurality** of alternative travel **itineraries** ranked in order of preference in accordance with previously stored travel policy data, comprising: means for **accessing a data** base comprising travel **data** including separately maintained travel schedule data items, fare data items, and fare limitation information, said travel schedule data items including **arrival** and **departure** information; means for processing said travel data including-- means for merging selected ones of said travel schedule data items with applicable ones of said fare data items to create a plurality of schedule/fare data items; means for **evaluating** each schedule/fare data item in accordance with said fare limitations information to provide said **plurality** of alternative travel **itineraries**; means for scoring individual ones of said alternative travel itineraries with a relative score in accordance with said travel policy; and means for **displaying** said alternative travel **itineraries** as scored in accordance with said travel policy. **Basic Derwent Week: 198944**

37/3,K/1 (Item 1 from file: 350)  
DIALOG(R)File 350: Derwent WPIX  
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**Airline computerised reservation accessing system - has sensor that senses data request from workstation for CRS information that is likely to be larger than maximum response size and produce first signal indicative that such data request has been received**

Patent Assignee: TRAVELNET INC (TRAV-N)

Inventor: DE LA TORRE D L; LEUNG K M; MORRIS K A; PASELA G E; SHOOLERY J R

Patent Family ( 1 patents, 1 countries )

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 5570283	A	19961029	US 1994342348	A	19941118	199649	B

**Abstract:**

The system includes workstations for inputs by unskilled persons. Inputs from the workstations are translated into computerised reservation system (CRS) **communication** code. The **communication** code are translated from the **CRS** into outputs to the workstations. A **communication** device **connects** the server device to the **CRS**. A sensing device senses a data request from the workstation for CRS information that is likely to be larger than the maximum response size and produce a first signal indicative that such a **data** request has been **received**. The different portions of the CRS **information** are re-assembled into the requested output for the workstation... ..ADVANTAGE - Allows travellers to electronically **access** airline inventory to **obtain** flight **schedules** very quickly in user friendly environment. Enables agents to make booking in assisted, simplified and consistent manner. A system for controlling travel primarily in a **corporate** environment that interconnects **travelers**, travel agents and airline **CRSs** so that a **traveler** can **communicate** with the **CRS** with a user friendly GUI to **obtain schedule information** and **transfer such** to a travel agent, the travel agent can use the selected schedule information for ticketing and to assure the lowest **cost** while the entire **trip** information is stored locally for management control. The system includes multiple **connects** to the **CRS** to overcome data **transfer** limitations specific to airline **CRSs**.

**Claims:**

**We claim:**A system to allow rapid access to at least one airline computerized reservation system (CRS) by unskilled persons, the CRS having a generally fixed maximum response size per data request, said system including:  
a plurality of workstations for inputs by unskilled persons and outputs thereto;  
server means connected to said workstations;  
means to translate inputs from said workstations into CRS communication code;  
means to translate communication code from the CRS into outputs to said workstations;  
communication means for connecting said server means to the CRS including:  
a plurality of logical connections;  
sensing means to sense a data request from a said workstation for CRS information that is likely to be larger than the maximum response size and produce a first signal indicative that such a data request has been received;  
means responsive to said first signal to increase the number of said logical connections  
providing outputs to said workstation;  
means to request the CRS information across said increased number of said logical connections so that the CRS responds to each logical connection with a different portion of the requested CRS information; and  
means to reassemble the different portions of the CRS information into the requested output for said workstation, thereby increasing the response time of said system to the data request.  
Basic Derwent Week: 199649

37/3,K/2 (Item 2 from file: 350)  
 DIALOG(R)File 350: Derwent WPIX  
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**Computerised travel planning system including traveller communication - provides details of itinerary to individual members of sponsored group when requested via terminal on data network after processing travel request**

Patent Assignee: GARBACK B J (GARB-I)

Inventor: GARBACK B J

Patent Family ( 4 patents, 19 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 1993010502	A1	19930527	WO 1992US9536	A	19921103	199322	B
US 5237499	A	19930817	US 1991790351	A	19911112	199334	E
AU 199230662	A	19930615	AU 199230662	A	19921103	199340	E
CA 2123230	C	20020108	CA 2123230	A	19921103	200206	E
			WO 1992US9536	A	19921103		

**Abstract:**

planning system (10) includes a database containing a venue file (14), a group member file (16), a travel policy file (18), containing information on preselected **vendors of various travel services** and a **city code file (D)** containing codes corresponding to a **number of city airport locations**... ..**Data** is entered and information **displayed** to an individual group member making a travel request via terminal (22). A central processing unit is in **communication** with the data base and with a **number of airline computerised reservation systems** (28). The central processing unit is programmed to select an individual group member itinerary including airline flight, hotel accommodation and rental car services... including information regarding the specific venue, a group member file for each individual member of the group, a travel policy file containing information on preselected **vendors of various travel services**, and a **city code file** containing **codes** corresponding to a **plurality of city airport locations**. **Data is entered and information displayed** to an individual group member making a travel request via a terminal, such as a personal computer. A central processing unit is in **communication** with the data base and with a **plurality of airline CRS systems**. The **CPU** is programmed to select an individual group member itinerary for the specific venue which includes specific airline flights, and if necessary, specific hotel accommodations and specific... ..

**Claims:**

smoking arrangements; a travel policy file containing information on negotiated fares on preselected airline carriers, preselected room accommodation providers, and preselected ground accommodation providers; a **city code file** containing codes corresponding to a **plurality of city airport locations**; and a central processing unit in communication with: said venue file; said group member file; said code file; said travel policy file; a terminal including means for entry of data corresponding to said individual member's travel request for said specific venue; and with a **plurality of airline computerized reservation systems**, and responsive to date entered on said terminal for: selecting an individual group member itinerary in accordance with said entered data for said specific venue including specific airline flights, specific hotel accommodations, and specific ground transportation; booking said member **itinerary** through **one** of said plurality of **airline computerized reservation systems**; and **displaying** said **member itinerary** on said terminal. The system of claim 1 wherein the central processing unit is further programmed to: select a provisional airline flight **itinerary** in response to said individual member's travel request **data** and to **information retrieved** from said venue file and said travel policy file; interrogate said **plurality of airline computerized reservation systems** for applicable **fares** of airline flights comparable to the flights contained in said temporary airline **itinerary**; **compare** said applicable **fares** with said negotiated fares from said travel policy file; select the **lower** of said applicable **fares** and said negotiated fares; and **book** specific airline flights for said member **itinerary** based on said selected lower fare.

37/3,K/6 (Item 6 from file: 350)  
DIALOG(R)File 350: Derwent WPIX  
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**Trip planner optimising travel itinerary selection - has pre-stored reasonableness standards with satisfactory check on whether connecting flight distance exceeds ratio of possible direct flight**

Patent Assignee: TAVELMATION CORP (TRAV-N)

Inventor: KANGAS S E; WEBBER D W

Patent Family ( 1 patents, 1 countries )							
Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 5021953	A	19910604	US 1988142843	A	19880106	199125	B
			US 1990492260	A	19900312		

**Abstract:**

The travel planner system automatically constructs **itineraries** with available seats for a traveler's trip request which conform to pre-stored reasonableness standards which includes a satisfactory check on whether a connecting flight distance exceeds that of a possible direct flight by a preset distance or ratio. The system finds the **fares** in a process which includes constructing sum-of-segments **fares** for each such **itinerary** which are valid under all the applicable airline tariffs and rules. . . . The system finds **itinerary-with-fare** combinations acceptable in terms of **cost** and convenience to the traveler in accordance with an individualised travel policy of the traveler, and **displays** at least some of the **itineraries** by departure or arrival time. . . A travel planner system automatically constructs **itineraries** with available seats for a traveler's trip request which conform to pre-stored reasonableness standards which includes a satisfactory check on whether a connecting flight distance exceeds that of a possible direct flight by a preset distance or ratio. The system finds the **fares** in a process which includes constructing sum-of-segments **fares** for each such **itinerary** which are valid under all the applicable airline tariffs and rules, finds **itinerary-with-fare** combinations acceptable in terms of **cost** and convenience to the traveler in accordance with an individualized travel policy of the traveller, and **displays** at least some of the **itineraries** by departure or arrival time.

**Claims:**

a processor coupled to said entry and communication devices and comprising means responsive to said trip request to interrogate said tariff file and said rules file and said traveler file and to automatically communicate as needed with the airline **booking system** through said communication device, said processor further comprising means for: 1. using the tariff file to find candidate flights and construct direct and connecting **itineraries** for said trip which conform to said reasonableness standards; 2. using the communications device to find seat availability on said candidate flights and eliminating those candidate flights which have no available seats and any connecting itineraries using those flights; 3. using the tariff file and the rules file to find fares, including constructing sum-of-segments **fares**, for each remaining **itinerary** which are both valid and conform to the trip request; 4. using the traveler file for said traveler to find the **itinerary-with-fare** combination which gives an optimized combination of **low fare** and of convenience; 5. using the traveler file to eliminate **itinerary-with-fare** combinations which do not comply with the traveler record and the applicable policy record for reasons of cost and/or convenience relative to said optimized **itinerary-with-fare** combination, to thereby leave one or more **itinerary-with-fare** combinations which are valid and conform to said traveler file; and 6. **displaying** at least some of the remaining **itinerary-with-fare** combinations arranged by **departure** or **arrival**. Basic Derwent Week: **199125**